



U.S. Department  
of Transportation

**National Highway  
Traffic Safety  
Administration**

400 Seventh Street, S.W.  
Washington, D.C. 20590

Dear Crash Data Researchers/Users:

Thank you for choosing crash data from the National Highway Traffic Safety Administration (NHTSA) for your research or other use. The information contained in this motor vehicle crash report is collected, maintained and distributed in accordance with Public Law 89-564. In accordance with this Public Law, NHTSA is required not to release any case information until completion of quality control procedures. These procedures include a review of the case material to extract all names, licenses and registration numbers, non-coded interview material, non-research related researcher comments in the margins, non-factual data, and the production number portion of the vehicle identification number (VIN).

If you requested NHTSA to query its database files in order to identify a specific crash, then that query was made using non-personal descriptors you provided for use in our search. This motor vehicle crash may have been identified from a data search and matches the general, non-personal descriptors you provided, but we cannot confirm that this is the specific crash report you requested.

If you have any questions with regard to the above procedures, please contact the Field Operations Branch, Crash Investigation Division, National Center for Statistics and Analysis at 202-366-4820. Again, please be advised that we cannot confirm that this is the case that you have specifically requested nor can we certify the information to be correct.

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AUTO SAFETY HOTLINE  
(800) 424-9393  
Wash. D.C. Area 366-0123

Case Vehicle (A): 1999 Mercury  
Type: Villager 4 x 2, 4-door wagon  
Driver: 41-year-old male  
CDC: 12-FDEW-2, 07-LZEW-2

Veh. (B): 1995 Ford  
Type: Mustang GT, 2-door coupe  
Driver: 39-year-old female  
CDC: 99-0000-0

Veh. (C): Unknown  
Type: Unknown  
Driver: Unknown  
CDC: 99-0000-0

## **SITUATION**

(Slide 1) It was daytime, the sky was clear, and (slide 2) the multi-lane asphalt, limited-access freeway road surface was dry and free of defects. Case vehicle (A) was traveling west at a driver-estimated speed of 89 kph (55 mph) in the center westbound lane. Vehicle (B) was traveling west at an unknown speed in the center westbound lane in front of case vehicle (A). The driver of case vehicle (A) reportedly closed his eyes momentarily, and when he reopened them, the traffic had stopped or slowed rapidly. The driver of case vehicle (A) applied the brakes but was unable to slow down in time, and the front of case vehicle (A) struck the rear of vehicle (B). After the first impact, case vehicle (A) moved toward the south side of the road so as not to block traffic. Unknown vehicle (C) attempted to go around the previous crash by going onto the south shoulder of the road, but struck the left side of case vehicle (A). Ambulance personnel treated the driver of case vehicle (A) at the scene. The driver of vehicle (B) was transported to a local area hospital for minor injuries.

## **GENERAL VEHICLE DAMAGE AND ESTIMATED CRASH SEVERITIES**

(Slide 3) Overall damage to case vehicle (A) was moderate. (Slide 4) Direct damage to case vehicle (A) from the first impact extended across the entire frontal plane and overrode the front bumper. (Slide 5) The maximum crush was 32 cm at the left center of the upper radiator support. (Slide 6) Left-side damage to case vehicle (A) from the second impact began 51-cm forward of the left-rear bumper corner and extended 140-cm toward the front. The maximum crush from the second impact was 15 cm, at a point just forward of the left-rear wheel.

Crush profiles were measured for case vehicle (A) (slides 7, 8, 9 and 10) at the level of the bumper and (slides 11, 12, 13 and 14) at the level of the upper radiator support. Using these crush values and the average value at the two levels if the difference was  $\geq 13$  cm, the

WinSMASH accident-reconstruction program was used to determine the impact severity shown below:

Vehicle	Variable	Calculated Velocity Change - kph (mph)		
		Total	Longitudinal	Latitudinal
Case Vehicle (A)	EBS	28 (18)	-28 (-18)	0 (0)

Using the WinSMASH accident-reconstruction program, and (slides 15, 16 and 17) a crush profile measured for case vehicle (A), the following impact severity was calculated for the left-side impact:

Vehicle	Variable	Calculated Velocity Change - kph (mph)		
		Total	Longitudinal	Latitudinal
Case Vehicle (A)	EBS	13 (8)	12 (8)	5 (3)

## DESCRIPTION OF DAMAGE TO CASE VEHICLE (A)

### Exterior

(Slide 18) In the front, the bumper cover was torn off, (slide 19) and the bumper, the grille, the fascia, both headlight assemblies, the upper radiator support, the radiator, the hood, both hood hinges and the hood latch were damaged. The hood latch was jammed closed. (Slide 20) The rear edge of the hood was elevated, but it did not contact the windshield, (slide 21) which was spiderwebbed from occupant contact.

On the left side, (slide 22) the quarter panel, the lower C-pillar, and the left-rear door were crushed inward. The left-rear door was jammed closed. The left-rear wheel/tire was damaged (the rear wheel had been changed to a space-saver spare), the lower D-pillar was deformed, and (slide 23) the fender was crushed rearward. There was no significant change in the left wheelbase.

On the right side, (slide 24) the fender was crushed rearward. (Slide 25) There was no other right-side damage and (slide 26) no significant change in the right wheelbase.

(Slide 27) The rear bumper cover was torn off (probably when the vehicle was towed from the accident scene or to the salvage yard), but there was no other damage to the rear of the vehicle.

## Interior

This vehicle was equipped with steering-wheel and passenger frontal-impact airbags, and (slides 28, 29 and 30) both deployed in the frontal impact. (Slide 31) There was no damage to the steering-wheel or (slides 32 and 33) passenger airbag module covers. (Slide 34) There was no damage to the steering-wheel rim or spokes, and (slide 35) there was no apparent horizontal or vertical displacement of the steering column. (Slide 36) The forward portion of the plastic panel on the left-front door was cracked. (Slide 37) The left-rear door panel and C-pillar were deformed by the second impact. (Slide 38) The windshield was cracked by driver hand contact. (Slides 39, 40 and 41) Except for scuff marks on the knee bolster, there was no other damage to the driver area. There was no damage to the (slides 42 and 43) center-front, (slide 44) right-front, (slide 45) second-seat, or (slide 46) third-seat areas.

## OCCUPANT KINEMATICS AND INJURIES

(Slide 47) The 5-ft, 8-in, 190-lb, 41-year-old male driver was not wearing the three-point belt, but the frontal-impact airbag deployed. (Slide 48) There were no witness marks on the plastic D-ring.

On impact, the driver moved forward and upward relative to the vehicle interior. He sustained abrasions to the center of his forehead and to his nose, (slide 49) probably due to direct contact with the left sunvisor, (slides 50 and 51) as evidenced by skin transfers on the visor fabric, but possibly due to contact with the upper A-pillar, (slide 52) as evidenced by a few short hairs embedded in the fabric. He sustained abrasions to the left and right knees due to direct contact with the knee bolster, (slide 53) as evidenced by scuff marks on the plastic knee bolster cover.

The driver's hands reportedly came off of the steering wheel at the time of the crash, probably due to airbag fling. The left hand probably contacted the windshield, (slide 54) as evidenced by the spiderweb crack in the windshield, but no injury was reported to his left hand. His right hand probably contacted the rear-view mirror, (slide 55) as evidenced by the short hairs and oil on the mirror, but no injury was reported to the right hand. His left hip may have contacted the left-front door armrest, (slide 56) as evidenced by a scuff mark, but no injuries were reported from this contact.

The following table and attached drawing (slide 57) summarize the injuries for the driver of case vehicle (A).

Occupant: Driver

Restraints: 3-point belt not worn; airbag deployed

Age: 41 years

Stature: 173 cm (5 ft, 8 in)

Gender: Male

Mass: 86 kg (190 lb)

Injury Description	A.I.S.	Injury Source		
		Definite	Probable	Possible
Abrasion, center of forehead	1		Sunvisor	A-pillar
Abrasion, nose	1		Sunvisor	A-pillar
Abrasion, right knee	1	Knee bolster		
Abrasion, left knee	1	Knee bolster		
<u>Maximum A.I.S. Level</u>	<u>1</u>			
<u>Injury Severity Score</u>	<u>1</u>			

Duplicate columns 1-8  
from the previous card.

Module G 1 Format 0 2  
9 10 11 12

# GENERAL INFORMATION GI-1

## TIME

### DATE OF COLLISION

         /          /                        

### HOUR OF COLLISION

(24 HOUR CLOCK)

## LOCATION

STATE:                     

STATE FIPS CODE

AREA

- (1) URBAN  
(2) RURAL  
(9) UNKNOWN

## ENVIRONMENTAL CONDITIONS

### LIMITED-ACCESS HIGHWAY

- (0) NO  
(1) YES  
(9) UNKNOWN

### ROAD, TOTAL TRAFFIC LANES (FOR CASE VEHICLE)

- (1) 1-LANE  
(2) 2-LANES  
(3) 3-LANES  
(4) 4 OR MORE LANES  
(5) DIVIDED, 4 OR MORE LANES  
(6) PARKING LOT/DRIVEWAY  
(7) OTHER:                       
(9) UNKNOWN

### INTERSECTING RD, TOTAL LANES

CHOOSE FROM ABOVE LIST, OR

(8) NOT APPLICABLE

### TYPE OF ROAD SURFACE

- (1) ASPHALT  
(2) CONCRETE  
(3) GRAVEL  
(4) MORE THAN ONE (CIRCLE EACH)  
(7) OTHER:                       
(9) UNKNOWN

### ROAD DEFECTS

- (0) NO  
(1) YES  
(9) UNKNOWN

## ENVIRONMENTAL CONDITIONS

### CONSTRUCTION ZONE

- (0) NO  
(1) YES  
(9) UNKNOWN

### ROAD ALIGNMENT VERTICAL PLANE

- (1) LEVEL  
(2) CREST OF HILL  
(3) SLOPE (2%)  
(4) BOTTOM OF HILL  
(9) UNKNOWN

### ROAD ALIGNMENT HORIZONTAL PLANE

- (1) STRAIGHT  
(2) CURVE  
(3) T - SHAPED  
(4) Y - SHAPED  
(7) OTHER:                       
(9) UNKNOWN

### SURFACE COVERING

- (10) DRY  
  
(21) WATER - DAMP  
(22) WATER - WET  
(23) WATER - PUDDLED  
(29) WATER - AMOUNT UNKNOWN  
  
(31) SNOW - LOOSE  
(32) SNOW - PACKED  
(39) SNOW - CONDITION UNKNOWN  
  
(41) ICE  
(51) SLUSH  
(61) SPILLED GRAVEL  
(71) OTHER:                       
(99) UNKNOWN

### VISIBILITY LIMITATION (FOR CASE VEHICLE)

- (0) NONE  
(1) CLOUDY/DARK  
(2) FOG  
(3) SMOKE  
(4) WINDSHIELD CONDITION  
(5) GLARE  
(6) RAIN  
(7) OTHER:                       
(8) ICE/SNOW  
(9) UNKNOWN

### VISIBILITY OBSTRUCTION (FOR CASE VEHICLE)

- (0) NONE  
(1) BUILDING  
(2) SIGN  
(3) VEGETATION (E.G. BUSHES, SHRUBS)  
(4) TREE  
(5) HILL OR CURVE IN ROAD  
(6) VEHICLE IN TRANSPORT  
(7) OTHER:                       
(8) PARKED VEHICLE  
(9) UNKNOWN





## GENERAL INFORMATION GI-3

GENERAL INFORMATION GI-3		
<b>CRASH DETAILS</b>		
<b>CASE VEHICLE AND OBJECT</b> (0) NO (1) YES (9) UNKNOWN	$\frac{0}{47}$	<b>HIGHEST POLICE INJURY SEVERITY CODE IN CRASH (NOT JUST CASE VEHICLE)</b> (0) O - NO INJURY (1) C - POSSIBLE INJURY (2) B - NON-INCAPACITATING INJURY (3) A - INCAPACITATING INJURY (4) K - FATAL (5) INJURED, SEVERITY UNKNOWN (6) DIED PRIOR TO ACCIDENT (7) NON-FATAL INJURY SEVERITY UNKNOWN (9) UNKNOWN
<b>CASE VEHICLE ROLLOVER</b> (0) NO ROLLOVER (1) YES, FIRST EVENT (2) YES, SUBSEQUENT EVENT (3) YES, SEQUENCE UNKNOWN (9) UNKNOWN	$\frac{0}{48}$	$\frac{2}{55}$
<b>CASE VEHICLE RAN OFF ROADWAY (BEFORE FIRST IMPACT)</b> (0) NO (1) YES (9) UNKNOWN	$\frac{0}{49}$	<b>DRIVER IMPAIRMENT</b> <b>DRIVER ALCOHOL INVOLVEMENT (CASE VEHICLE)</b> (0) NONE (1) YES (9) UNKNOWN/NOT REPORTED/NO DRIVER $\frac{0}{56}$
<b>MOVING CASE VEHICLE AND CONTACTED MOVING VEHICLE</b> (0) NO (1) YES (9) UNKNOWN	$\frac{1}{50}$	<b>DRIVER ALCOHOL BAC (CASE VEHICLE)</b> (80) NO TEST (90) CHEMICAL TESTS, NO RESULTS (95) AUTOPSY, NO RESULTS (99) UNKNOWN $\frac{80}{57 \quad 58}$
<b>CASE VEHICLE AND CONTACTED STOPPED VEHICLE</b> (0) NO (1) YES (9) UNKNOWN	$\frac{1}{51}$	<b>WAS THERE MENTION OF DRIVER IMPAIRMENT FOR CASE VEHICLE?</b> (0) NO (1) YES (9) UNKNOWN $\frac{0}{59}$
<b>STOPPED CASE VEHICLE AND CONTACTED VEHICLE</b> (0) NO (1) YES (9) UNKNOWN	$\frac{1}{52}$	<b>LIST IMPAIRMENTS MENTIONED:</b> _____ _____ _____
<b>TOTAL NUMBER OF VEHICLES CONTACTED BY CASE VEHICLE IN CRASH</b> (8) 8 OR MORE (9) UNKNOWN	$\frac{2}{53}$	<b>POST - CRASH DETAIL</b> <b>MANNER CASE VEHICLE LEFT SCENE</b> (1) DRIVEN (2) TOWED DUE TO DAMAGE (3) TOWED, NOT DUE TO DAMAGE* (4) TOWED, REASON UNKNOWN (9) UNKNOWN
<b>ANY FIRE IN THIS CRASH (NOT JUST CASE VEHICLE)</b> (0) NO (1) YES (9) UNKNOWN	$\frac{0}{54}$	$\frac{2}{60}$

# ACCIDENT SCHEMATIC

ACCIDENT DESCRIPTION: Case vehicle (A) hit the rear of vehicle (B). Vehicle (C) hit the left side of case vehicle (A).

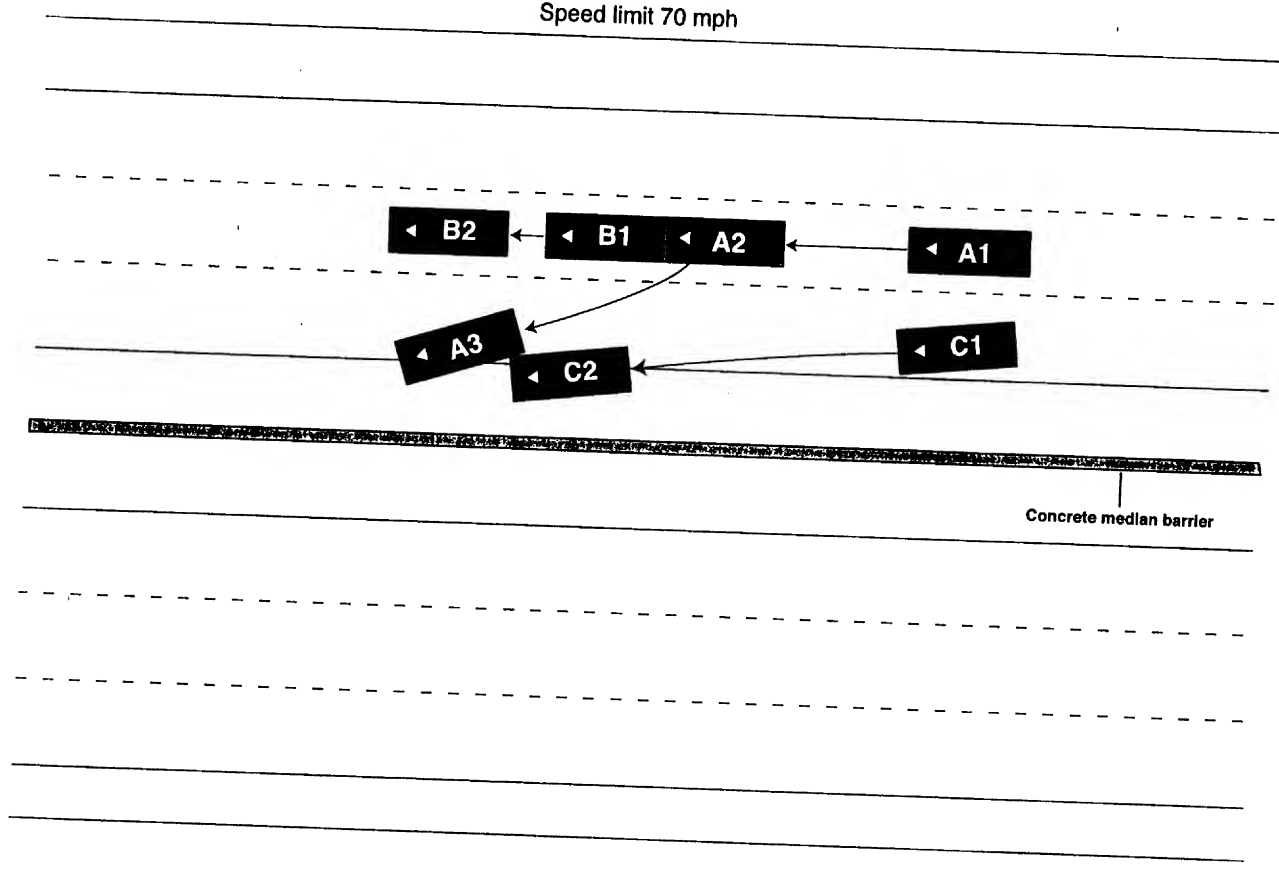
CASE VEHICLE (A): 1999 Mercury Villager  
 OTHER VEHICLE (B): 1995 Ford Mustang  
 THIRD VEHICLE (C): \_\_\_\_\_

G14



NORTH

Speed limit 70 mph



Duplicate columns 1-8 from the previous card.		Module <u>0</u> <u>9</u> <u>V</u> <u>10</u> Format <u>0</u> <u>4</u> <u>11</u> <u>12</u>		OTHER VEHICLE <span style="float: right;">OV-1</span>	
MAKE: <u>Ford</u>			CARGO: _____		
MODEL: <u>MUSTANG GT, 2-door coupe</u>					
VIN <u>1 F A L P 4 2 T 8 S F</u> <span style="background-color: black; color: black;">XXXXXXXXXX</span> <u>0 0 0 0 0 0</u> <div style="text-align: center; font-size: small;"> <span style="margin-right: 150px;">13</span> <span>29</span> </div>					
MANUFAC/BODY CODE <u>1 2 1 2 7</u> <div style="text-align: center; font-size: small;"> <span style="margin-right: 50px;">30</span> <span>34</span> </div>			<div style="text-align: right; font-size: large; font-weight: bold;">27</div> <div style="text-align: right; font-size: small;">56 57</div> <div style="margin-top: 10px;"> <b>VEHICLE TYPE</b>  <b>PASSENGER VEHICLE</b>            (02) LARGE            (03) LIMOUSINE            (17) PICKUP CAR            (20) UNKNOWN PASSENGER VEHICLE BODY            (24) SUB-MINI            (25) MINI            (26) SUB-COMPACT            (27) COMPACT            (28) INTERMEDIATE            (29) FULL    <b>MULTIPURPOSE PASSENGER VEHICLE</b>            (14) SMALL UTILITY (WHEELBASE LESS THAN 107",                  E.G. JEEP, BRONCO)            (15) LARGE UTILITY (WHEELBASE MORE THAN 107",                  E.G. PANEL TRUCK, SUBURBAN)            (16) PICKUP TRUCK WITH CANOPY/SHELL COVER            (17) PICKUP CAR WITH CANOPY/SHELL COVER            (21) MOTOR HOME            (22) PICKUP TRUCK WITH SLIDE-IN CAMPER            (23) PICKUP CAR WITH SLIDE-IN CAMPER            (31) CHASSIS-MOUNTED CAMPER    <b>TRUCK</b>            (11) VAN            (12) PICKUP TRUCK            (13) UNKNOWN LIGHT TRUCK            (15) LARGE UTILITY (E.G. PANEL TRUCK, SUBURBAN)            (16) PICKUP TRUCK WITH CANOPY/SHELL COVER            (22) PICKUP TRUCK WITH SLIDE-IN CAMPER            (30) UNKNOWN TRUCK TYPE            (31) CHASSIS-MOUNTED CAMPER            (33) DELIVERY VAN (WALK-IN)            (34) STRAIGHT TRUCK            (35) TRUCK-TRACTOR (BOBTAIL)            (36) CHASSIS-CAB            (37) UNKNOWN HEAVY TRUCK            (38) TRACTOR &amp; SEMI-TRAILER (SEMI)            (39) TRUCK (OR SEMI) &amp; FULL TRAILER(S)    <b>BUS</b>            (40) UNKNOWN BUS TYPE            (41) SCHOOL BUS            (42) INTERCITY BUS (BETWEEN CITIES)            (43) TRANSIT BUS (INTRACITY)            (44) STREETCAR (ON TRACKS)              (68) TRAIN (CARS)            (69) LOCOMOTIVE (ENGINE, SWITCHER)              (99) UNKNOWN    <b>WHEELBASE (cm)</b>            (999) UNKNOWN         </div> <div style="text-align: right; font-size: large; font-weight: bold;">257</div> <div style="text-align: right; font-size: small;">58 59 60</div>		
MAKE/MODEL CODE <u>0 2 4 4</u> <div style="text-align: center; font-size: small;">38</div>					
MODEL YEAR <u>1 9 9 5</u> <div style="text-align: center; font-size: small;">39 42</div>					
VEHICLE MASS (kg) <u>0 0 1 5 1 9</u> <div style="text-align: center; font-size: small;">43 48</div>					
IF SEPARATE REPORT WAS MADE, GIVE VEHICLE NUMBER <u>0</u>					
NUMBER OF OCCUPANTS <u>0 1</u> <div style="text-align: center; font-size: small;">51</div> (ENTER 9'S IF UNKNOWN)					
TRAVELING SPEED (km/h) <u>9 9 9</u> <div style="text-align: center; font-size: small;">54</div> <div style="margin-top: 5px;">           (000) PARKED OR STOPPED            (995) JUST STARTING UP            (996) BACKING UP            (997) SPEED NOT EXCESSIVE (BUT UNKNOWN)            (998) SPEED EXCESSIVE (BUT UNKNOWN)            (999) UNKNOWN         </div>					
HIGHEST POLICE INJURY SEVERITY CODE FOR THIS VEHICLE <u>1</u> <div style="text-align: center; font-size: small;">55</div> <div style="margin-top: 10px;">           (0) O - NO INJURY            (1) C - POSSIBLE INJURY            (2) B - NON-INCAPACITATING INJURY            (3) A - INCAPACITATING INJURY            (4) K - FATAL            (5) INJURED, SEVERITY UNKNOWN            (6) DIED PRIOR TO ACCIDENT            (7) NON-FATAL INJURY                  SEVERITY UNKNOWN            (8) UNOCCUPIED VEHICLE                  (NOT APPLICABLE)            (9) UNKNOWN         </div>					

Duplicate columns 1-8  
from the previous card.

Module 0 9 V 10 Format 0 2  
11 12

OTHER VEHICLE OV-2

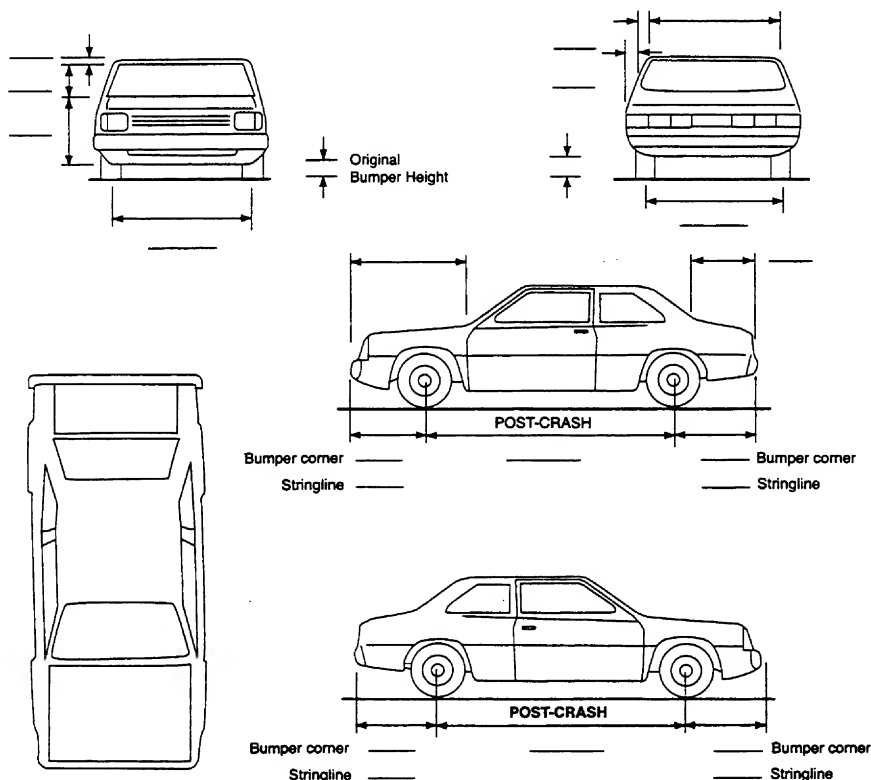
### ORIGINAL SPECIFICATIONS

Wheelbase	<u>257</u> cm	Front Overhang	<u>1</u> <sub>22</sub> <u>0</u> <sub>24</sub> <u>2</u> cm
Curb Weight	<u>1519</u> kg	Rear Overhang	<u>1</u> <sub>25</sub> <u>0</u> <sub>27</sub> <u>2</u> cm
Average Track Width	<u>1</u> <sub>13</sub> <u>5</u> <sub>15</sub> <u>1</u> cm	Undeformed End Width (UEW)	<u>1</u> <sub>28</sub> <u>4</u> <sub>30</sub> <u>8</u> cm
Overall Length	<u>4</u> <sub>16</sub> <u>6</u> <sub>18</sub> <u>1</u> cm	Engine Displacement	<u>5</u> <sub>31</sub> <u>0</u> <sub>32</sub> L
Overall Width (OAW)	<u>1</u> <sub>19</sub> <u>8</u> <sub>21</sub> <u>2</u> cm	Engine: # of Cylinders	<u>0</u> <sub>33</sub> <u>8</u> <sub>34</sub>

### VEHICLE DAMAGE

MEASUREMENTS IN CENTIMETERS

This vehicle was not inspected



### FRONTAL CRASH OVERLAP

Round up for .5. 98 = 98% or more  
Enter % overlap or "99" for missing or N/A.

Direct Damage Length (DDL) 9<sub>35</sub> 9<sub>37</sub> 9 cm

Front-End Overlap (Percent) =  $\frac{DDL}{UEW}$  9<sub>38</sub> 9<sub>39</sub> %

Vehicle Overlap (Percent) =  $\frac{DDL + 1/2 (OAW - UEW)}{OAW}$  9<sub>40</sub> 9<sub>41</sub> %

OTHER VEHICLE OV-1

Duplicate columns 1-8  
from the previous card.Module Q V Format 0 4  
9 10 11 12MAKE: UNKNOWN

CARGO: \_\_\_\_\_

MODEL: UNKNOWNVIN 9 9 9 9 9 9 9 9 9 9 9 9 0 0 0 0 0  
13 29MANUFAC/BODY CODE 9 9 9 2 9  
30 34MAKE/MODEL CODE 9 9 9 9  
38MODEL YEAR 9 9 9 9  
39 42VEHICLE MASS (kg) 9 9 9 9 9 9  
43 48IF SEPARATE REPORT WAS MADE,  
GIVE VEHICLE NUMBER 0NUMBER OF OCCUPANTS 9 9  
(ENTER 9'S IF UNKNOWN) 51TRAVELING SPEED (km/h) 9 9 9  
54

- (000) PARKED OR STOPPED  
 (995) JUST STARTING UP  
 (996) BACKING UP  
 (997) SPEED NOT EXCESSIVE (BUT UNKNOWN)  
 (998) SPEED EXCESSIVE (BUT UNKNOWN)  
 (999) UNKNOWN

HIGHEST POLICE INJURY SEVERITY  
CODE FOR THIS VEHICLE

- (0) O - NO INJURY  
 (1) C - POSSIBLE INJURY  
 (2) B - NON-INCAPACITATING INJURY  
 (3) A - INCAPACITATING INJURY  
 (4) K - FATAL  
 (5) INJURED, SEVERITY UNKNOWN  
 (6) DIED PRIOR TO ACCIDENT  
 (7) NON-FATAL INJURY  
 SEVERITY UNKNOWN  
 (8) UNOCCUPIED VEHICLE  
 (NOT APPLICABLE)  
 (9) UNKNOWN

9  
55

## VEHICLE TYPE

## PASSENGER VEHICLE

- (02) LARGE  
 (03) LIMOUSINE  
 (17) PICKUP CAR  
 (20) UNKNOWN PASSENGER VEHICLE BODY  
 (24) SUB-MINI  
 (25) MINI  
 (26) SUB-COMPACT  
 (27) COMPACT  
 (28) INTERMEDIATE  
 (29) FULL

2 0  
56 57

## MULTIPURPOSE PASSENGER VEHICLE

- (14) SMALL UTILITY (WHEELBASE LESS THAN 107",  
E.G. JEEP, BRONCO)  
 (15) LARGE UTILITY (WHEELBASE MORE THAN 107",  
E.G. PANEL TRUCK, SUBURBAN)  
 (16) PICKUP TRUCK WITH CANOPY/SHELL COVER  
 (17) PICKUP CAR WITH CANOPY/SHELL COVER  
 (21) MOTOR HOME  
 (22) PICKUP TRUCK WITH SLIDE-IN CAMPER  
 (23) PICKUP CAR WITH SLIDE-IN CAMPER  
 (31) CHASSIS-MOUNTED CAMPER

## TRUCK

- (11) VAN  
 (12) PICKUP TRUCK  
 (13) UNKNOWN LIGHT TRUCK  
 (15) LARGE UTILITY (E.G. PANEL TRUCK, SUBURBAN)  
 (16) PICKUP TRUCK WITH CANOPY/SHELL COVER  
 (22) PICKUP TRUCK WITH SLIDE-IN CAMPER  
 (30) UNKNOWN TRUCK TYPE  
 (31) CHASSIS-MOUNTED CAMPER  
 (33) DELIVERY VAN (WALK-IN)  
 (34) STRAIGHT TRUCK  
 (35) TRUCK-TRACTOR (BOBTAIL)  
 (36) CHASSIS-CAB  
 (37) UNKNOWN HEAVY TRUCK  
 (38) TRACTOR & SEMI-TRAILER (SEMI)  
 (39) TRUCK (OR SEMI) & FULL TRAILER(S)

## BUS

- (40) UNKNOWN BUS TYPE  
 (41) SCHOOL BUS  
 (42) INTERCITY BUS (BETWEEN CITIES)  
 (43) TRANSIT BUS (INTRACITY)  
 (44) STREETCAR (ON TRACKS)

- (68) TRAIN (CARS)  
 (69) LOCOMOTIVE (ENGINE, SWITCHER)

(99) UNKNOWN

WHEELBASE (cm)  
(999) UNKNOWN9 9 9  
58 59 60

Duplicate columns 1-8  
from the previous card.

Module 0 V Format 0 2  
9 10 11 12

OTHER VEHICLE OV-2

### ORIGINAL SPECIFICATIONS

Wheelbase	<u>9999</u> cm	Front Overhang	<u>9</u> <u>9</u> <u>9</u> cm
			22 24
Curb Weight	<u>999</u> kg	Rear Overhang	<u>9</u> <u>9</u> <u>9</u> cm
			25 27
Average Track Width	<u>9</u> <u>9</u> <u>9</u> cm	Undeformed End Width (UEW)	<u>9</u> <u>9</u> <u>9</u> cm
	13 15		28 30
Overall Length	<u>9</u> <u>9</u> <u>9</u> cm	Engine Displacement	<u>9</u> . <u>9</u> L
	16 18		31 32
Overall Width (OAW)	<u>9</u> <u>9</u> <u>9</u> cm	Engine: # of Cylinders	<u>9</u> <u>9</u>
	19 21		33 34

### VEHICLE DAMAGE

*Unknown vehicle*

### FRONTAL CRASH OVERLAP

Round up for .5. 98 = 98% or more  
Enter % overlap or "99" for missing or N/A.

Direct Damage Length (DDL)

999 cm

35 37

Front-End Overlap (Percent) =  $\frac{DDL}{UEW}$

99 %

38 39

Vehicle Overlap (Percent) =  $\frac{DDL + 1/2 (OAW - UEW)}{OAW}$

99 %

40 41

Duplicate columns 1-8  
from the previous card.Module V D Format 0 4  
9 10 11 12

## VEHICLE DESCRIPTION VD-1

MAKE: Mercury  
MODEL: Villager, 4-door mini-vanCARGO: \_\_\_\_\_  
\_\_\_\_\_VIN 4 M 2 X V 1 1 T 6 X D 0 0 0 0 0  
13 29MANUFAC/BODY CODE 1 2 2 1 1  
30 34MAKE/MODEL CODE 0 9 6 2  
38MODEL YEAR 1 9 9 9  
39 42VEHICLE MASS (kg) 0 0 1 8 1 3  
43 48-- ODOMETER (km) 0 3 5 9 9 0  
(ENTER 9'S IF UNKNOWN) 49 54  
(ENTER 8'S IF ELECTRONIC)NUMBER OF OCCUPANTS 0 1  
(ENTER 9'S IF UNKNOWN) 56TRAVELING SPEED (km/h) 0 8 9  
59(000) PARKED OR STOPPED  
(995) JUST STARTING UP  
(996) BACKING UP  
(997) SPEED NOT EXCESSIVE (BUT UNKNOWN)  
(998) SPEED EXCESSIVE (BUT UNKNOWN)  
(999) UNKNOWN

## STOLEN VEHICLE

- (0) NO
- 
- (1) YES
- 
- (8) NOT COLLECTED
- 
- (9) UNKNOWN

8  
62

## BODY STRUCTURE

- (1) BODY & FRAME
- 
- (2) UNITIZED
- 
- (3) INTEGRAL-STUB FRAME
- 
- (4) BODY & PLATFORM FRAME
- 
- (E.G. VW BUG)
- 
- (5) PARTIALLY UNITIZED
- 
- (7) OTHER: \_\_\_\_\_
- 
- (9) UNKNOWN

2  
63

## TRANSMISSION

- (0) NONE
- 
- (1) AUTOMATIC
- 
- (2) MANUAL
- 
- (9) UNKNOWN

1  
64

## VEHICLE TYPE

## PASSENGER VEHICLE

- (11) 2-DOOR HARDTOP (NO UPPER B-PILLAR)
- 
- (12) 2-DOOR SEDAN OR COUPE
- 
- (ANY UPPER B-PILLAR)
- 
- (13) 4-DOOR HARDTOP
- 
- (14) 4-DOOR SEDAN
- 
- (15) STATION WAGON
- 
- (16) CONVERTIBLE
- 
- (18) OTHER PASS. VEH.: \_\_\_\_\_
- 
- (19) PASSENGER VEHICLE, TYPE UNKNOWN

2 4  
60 61

## MULTIPURPOSE PASSENGER VEHICLE

- (21) SMALL UTILITY (E.G. JEEP, SCOUT, BRONCO)
- 
- (22) LARGE UTILITY (E.G. PANEL TRUCK, SUBURBAN)
- 
- (23) VAN, SIZE UNKNOWN
- 
- (24) VAN, SMALL (MINI)
- 
- (25) VAN, LARGE
- 
- (29) MPV, TYPE UNKNOWN
- 
- (30) MOTOR HOME

## TRUCK

- (31) PICKUP TRUCK, UNKNOWN
- 
- (32) PICKUP TRUCK, SMALL (DOWNSIZED)
- 
- (33) PICKUP TRUCK, LARGE

(99) UNKNOWN

LOCATION OF TRANSMISSION  
SELECTOR LEVER

- (1) FLOOR
- 
- (2) CONSOLE
- 
- (3) COLUMN
- 
- (7) OTHER: \_\_\_\_\_
- 
- (9) UNKNOWN

3  
65

## STEERING

- (1) POWER
- 
- (2) MANUAL
- 
- (9) UNKNOWN

1  
66

## BRAKES

- (1) POWER
- 
- (2) MANUAL
- 
- (9) UNKNOWN

1  
67

## VEHICLE DESCRIPTION VD-2

## TYPE OF BRAKES

- (1) DRUM, ALL WHEELS  
 (2) DISC, FRONT WHEELS  
 (3) DISC, ALL WHEELS  
 (9) UNKNOWN

2  
68

WHEELBASE (cm)  
 (999) Unknown

285  
76 77 78

## BRAKE ANTI-LOCK DEVICE

- (0) NONE INSTALLED  
 (1) TWO-WHEEL  
 (2) FOUR-WHEEL  
 (7) EQUIPPED, UNKNOWN WHEELS  
 (9) UNKNOWN

2  
69

PLASTIC ANTI-LACERATIVE  
 INNER LAYER GLASS EQUIPPED

- (0) NONE  
 (1) WINDSHIELD  
 (2) WINDSHIELD AND SIDE  
 (7) OTHER  
 (9) UNKNOWN

0  
79

## AIR CONDITIONING IN VEHICLE

- (0) NO  
 (1) YES  
 (8) NOT COLLECTED  
 (9) UNKNOWN

8  
70

## TYPE OF DRIVE

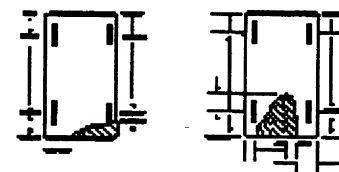
- (1) REAR WHEEL  
 (2) FRONT WHEEL  
 (3) FOUR WHEEL  
 (4) ALL WHEEL DRIVE  
 (9) UNKNOWN

2  
71

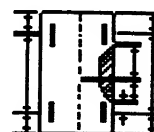
## FIELD INVESTIGATOR INSTRUCTIONS:

1. INDICATE CRUSHED AREAS BY OUT-LINING NEW PERIMETER OF VEHICLE AND SHADING THE DAMAGED AREAS ON THE LARGE SKETCH ON PAGE VD-3. USE AS MANY SKETCHES AS NECESSARY TO COMPLETELY DESCRIBE THE DAMAGE.
2. ENTER THE DIMENSIONS ON THE SKETCH(ES) MEASURED TO THE POINT OF MAXIMUM PENETRATION BY THE OBJECT(S) CONTACTED. USE THE EXAMPLES BELOW AS A GUIDE.
3. ENTER THE THREE DIMENSIONS TO THE CENTER OF THE WHEELS (WHEELBASE, FRONT AND REAR OVERHANGS) ON BOTH SIDES OF THE CAR.
4. ADD OTHER DIMENSIONS AS NECESSARY TO COMPLETELY DESCRIBE THE DAMAGE.

## EXAMPLES:



FRONT OR REAR



SIDE

ROOF (REFERENCE TO  
TOP OF DOOR SILL  
OR WINDOW SILL)

## DUAL REAR WHEELS

- (0) NO  
 (1) YES  
 (9) UNKNOWN

0  
72

ORIGINAL TYPE  
OF RESTRAINT SYSTEM

- (1) ACTIVE BELT  
 (2) PASSIVE BELT  
 (3) AIRBAG  
 (4) KNEE BOLSTERS  
 (7) OTHER: \_\_\_\_\_  
 (8) NOT APPLICABLE (NOT EQUIPPED)  
 (9) UNKNOWN

3  
73

## EQUIPPED WITH ROLL BAR

- (0) NO  
 (1) YES  
 (9) UNKNOWN

0  
74

## TYPE OF ROOF

- (0) NONE  
 (1) SOLID  
 (2) T-TOP CLOSED  
 (3) T-TOP OPEN  
 (4) SUN ROOF CLOSED  
 (5) SUN ROOF OPEN  
 (6) CONVERTIBLE CLOSED  
 (7) CONVERTIBLE OPEN  
 (8) OTHER: \_\_\_\_\_  
 (9) UNKNOWN

1  
75



Duplicate columns 1-8  
from the previous card.

Module V D Format 0 2  
9 10 11 12

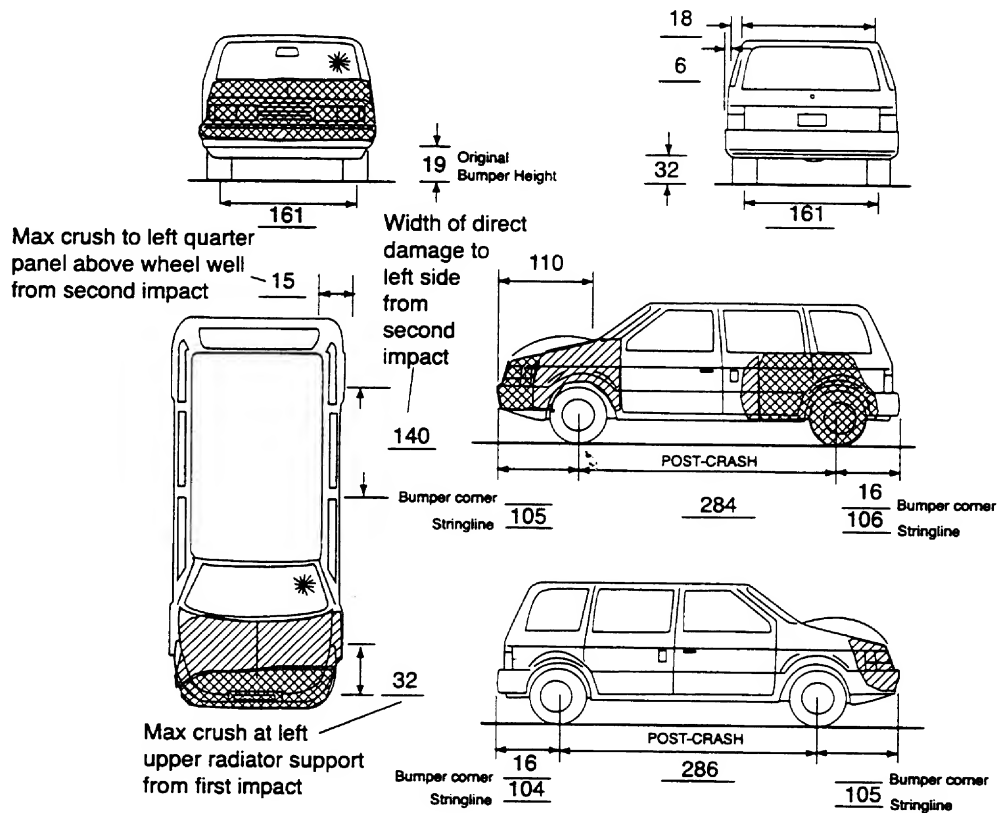
# VEHICLE DESCRIPTION VD-3

## ORIGINAL SPECIFICATIONS *USED*

Wheelbase	<u>285</u> cm	Front Overhang	<u>101</u> cm
Curb Weight	<u>1813</u> kg	Rear Overhang	<u>110</u> cm
Average Track Width	<u>161</u> cm	Undeformed End Width (UEW)	<u>160</u> cm
Overall Length	<u>495</u> cm	Engine Displacement	<u>3.3</u> L
Overall Width (OAW)	<u>190</u> cm	Engine: # of Cylinders	<u>06</u>

## VEHICLE DAMAGE

MEASUREMENTS IN CENTIMETERS



## FRONTAL CRASH OVERLAP

Round up for .5. 98 = 98% or more  
Enter % overlap or "99" for missing or N/A.

Direct Damage Length (DDL) 160 cm

Front-End Overlap (Percent) =  $\frac{DDL}{UEW}$  98 %

Vehicle Overlap (Percent) =  $\frac{DDL + 1/2 (OAW - UEW)}{OAW}$  98 %

Duplicate columns 1-8  
from the previous card.Module D A Format 0 2  
9 10 11 12

DAMAGE DA-1

PRIMARY	CASE VEHICLE PRIMARY CDC	CONTACTED VEHICLE ASSOCIATED CDC
EVENT NUMBER	<u>1</u> 13	VEH(B)
IMPACT SPEED (km/h)	<u>999</u> 14 15 16	<u>999</u> 35 36 37
ESTIMATED BY	<u>1</u> 17	<u>1</u> 38
CRUSH (cm)	<u>032</u> 18 19 20	<u>999</u> 39 40 41
CDC #1	<u>12.FDEW.2</u> 21 27	<u>99.00000.0</u> 42 48
CDC #2	<u>98.00000.0</u> 28 34	<u>99.00000.0</u> 49 55

Duplicate columns 1-8  
from the previous card.Module D A Format 0 3  
9 10 11 12

SECONDARY	CASE VEHICLE SECONDARY CDC	CONTACTED VEHICLE ASSOCIATED CDC
EVENT NUMBER	<u>2</u> 13	VEH(C)
IMPACT SPEED (km/h)	<u>999</u> 14 15 16	<u>999</u> 35 36 37
ESTIMATED BY	<u>1</u> 17	<u>1</u> 38
CRUSH (cm)	<u>015</u> 18 19 20	<u>999</u> 39 40 41
CDC #1	<u>07.LZEW.2</u> 21 27	<u>99.00000.0</u> 42 48
CDC #2	<u>98.00000.0</u> 28 34	<u>99.00000.0</u> 49 55

## CODES

## EVENT NUMBER

(8) NOT APPLICABLE  
(9) UNKNOWN

## IMPACT SPEED

(998) NOT APPLICABLE  
(999) UNKNOWN

## IMPACT SPEED ESTIMATOR

(1) INVESTIGATOR  
(2) DRIVER  
(3) POLICE  
(4) "CRASH" PROGRAM  
(5) OTHER COMPUTER PROGRAM  
SPECIFY: \_\_\_\_\_  
(7) OTHER: \_\_\_\_\_  
(8) NOT APPLICABLE  
(NO VEHICLE/NO IMPACT)

## CRUSH

(998) NOT APPLICABLE  
(NO VEHICLE/DAMAGE)  
(999) UNKNOWN

## CDC

(9800000) NOT APPLICABLE  
(9900000) UNKNOWN

Duplicate columns 1-8  
from the previous card.Module D A Format 0 1  
9 10 11 12

DAMAGE DA-2

## MAXIMUM SHEET METAL CRUSH

(cm) (999) UNKNOWN

FRONT 0 3 2  
13 15RIGHT SIDE 0 0 0  
16 18REAR 0 0 0  
19 21LEFT SIDE 0 1 5  
22 24ROOF 0 0 0  
25 27OTHER 0 0 0  
28 30CHRONOLOGICAL SEQUENCE  
OF DAMAGE/INJURY PRODUCING CRASH EVENTS  
FOR CASE VEHICLENOTE: IF CHRONOLOGICAL ORDER  
IS UNKNOWN, EVENT  
ORDER IS OPTIONAL.DO YOU KNOW THIS TABLE  
TO BE IN CHRONOLOGICAL ORDER? 1

31

(0) NO  
(1) YES

EVENT NUMBER	IMPACT LOCATION (1) ON ROADWAY (2) SHOULDER/MEDIAN/GORE (3) ON ROADSIDE (4) OUTSIDE ROADSIDE RIGHT-OF-WAY (5) OTHER (6) OFF ROADWAY, LOC. UNK. (9) UNKNOWN	IMPACT CONFIGURATION FOR CODES, SEE TABLE ON PAGE DA-3.	OBJECT/VEHICLE CONTACTED FOR CODES, SEE TABLE ON PAGE DA-4.
# 1	<u>1</u> 32	<u>14</u> 34	<u>27</u> 36
#2	<u>2</u> 37	<u>22</u> 39	<u>20</u> 41
#3	— 42	— 44	— 46
#4	— 47	— 49	— 51
#5	— 52	— 54	— 56
#6	— 57	— 59	— 61
#7	— 62	— 64	— 66

DAMAGE DA-3

CODES FOR  
IMPACT CONFIGURATIONFRONT OF CASE VEHICLE

- (11) AND FRONT OF CONTACTED VEHICLE
- (13) AND SIDE OF CONTACTED VEHICLE
- (14) AND REAR OF CONTACTED VEHICLE
- (16) ENDSWIPED BY CONTACTED VEHICLE
- (17) AND OBJECT
- (19) AND UNKNOWN OTHER VEHICLE CONFIGURATION

LEFT SIDE OF CASE VEHICLE

- (21) AND FRONT OF CONTACTED VEHICLE (TYPE T)
- (22) AND FRONT OF CONTACTED VEHICLE (TYPE L)
- (23) AND SIDE OF CONTACTED VEHICLE (NOT SIDESWIPE)
- (24) AND REAR OF CONTACTED VEHICLE (TYPE T)
- (25) AND REAR OF CONTACTED VEHICLE (TYPE L)
- (26) SIDESWIPED BY CONTACTED VEHICLE
- (27) AND OBJECT
- (29) AND UNKNOWN OTHER VEHICLE CONFIGURATION

REAR OF CASE VEHICLE

- (31) AND FRONT OF CONTACTED VEHICLE
- (33) AND SIDE OF CONTACTED VEHICLE
- (34) AND REAR OF CONTACTED VEHICLE
- (36) ENDSWIPED BY CONTACTED VEHICLE
- (37) AND OBJECT
- (39) AND UNKNOWN OTHER VEHICLE CONFIGURATION

RIGHT SIDE OF CASE VEHICLE

- (41) AND FRONT OF CONTACTED VEHICLE (TYPE T)
- (42) AND FRONT OF CONTACTED VEHICLE (TYPE L)
- (43) AND SIDE OF CONTACTED VEHICLE (NOT SIDESWIPE)
- (44) AND REAR OF CONTACTED VEHICLE (TYPE T)
- (45) AND REAR OF CONTACTED VEHICLE (TYPE L)
- (46) SIDESWIPED BY CONTACTED VEHICLE
- (47) AND OBJECT
- (49) AND UNKNOWN OTHER VEHICLE CONFIGURATION

## OTHER

- (57) VEHICLE TO OBJECT
- (58) VEHICLE TO VEHICLE
- (59) VEHICLE TO VEHICLE, CONFIGURATION UNKNOWN

## ROLLOVER

- (61) LESS THAN 360°
- (62) 360° OR MORE
- (69) DETAILS UNKNOWN

## UNKNOWN

- (99) IMPACT TYPE UNKNOWN

## DAMAGE DA-4

## CODES FOR VEHICLE/OBJECT CONTACTED

## VEHICLE/OBJECT GROUPS

- (00) NO OBJECT
- (01) - (39) PASSENGER VEHICLE & TRUCK
- (40) - (69) OTHER VEHICLE
- (70) - (76) PEDESTRIAN & ON-ROADWAY OBJECT
- (77) - (97) OFF-ROADWAY OBJECT

- (98) OTHER (DESCRIBE)
- (99) UNKNOWN

## PASSENGER VEHICLE

- (02) LARGE
- (03) LIMOUSINE
- (17) PICKUP
- (20) UNKNOWN PASSENGER VEHICLE BODY
- (24) SUB-MINI
- (25) MINI
- (26) SUB-COMPACT
- (27) COMPACT
- (28) INTERMEDIATE
- (29) FULL

SIZEWHEELBASE

SUB-MINI	< 2286 mm ( < 90")
MINI	2286 - 2412 mm (90" - 94.9")
SUB-COMPACT	2413 - 2539 mm (95" - 99.9")
COMPACT	2540 - 2666 mm (100" - 104.9")
INTERMEDIATE	2667 - 2793 mm (105" - 109.9")
FULL	2794 - 2920 mm (110" - 114.9")
LARGE	2921 - 3174 mm (115" - 124.9")
LIMOUSINE	> 3175 mm ( > 125")

## MULTIPURPOSE PASSENGER VEHICLE

- (11) SMALL VAN (MINI)
- (12) PICKUP
- (14) SMALL UTILITY (WHEELBASE LESS THAN 107",  
E.G. JEEP, BRONCO)
- (15) LARGE UTILITY (WHEELBASE MORE THAN 107",  
E.G. PANEL TRUCK, SUBURBAN)
- (16) PICKUP TRUCK WITH CANOPY/SHELL COVER
- (17) PICKUP CAR WITH CANOPY/SHELL COVER
- (21) MOTOR HOME
- (22) PICKUP TRUCK WITH SLIDE-IN CAMPER
- (23) PICKUP CAR WITH SLIDE-IN CAMPER
- (31) CHASSIS-MOUNTED CAMPER

## TRUCK

- (11) SMALL VAN (E.G. ECONOLINE)
- (12) PICKUP TRUCK
- (13) UNKNOWN LIGHT TRUCK
- (15) LARGE UTILITY (E.G. PANEL TRUCK, SUBURBAN)
- (16) PICKUP TRUCK WITH CANOPY/SHELL COVER
- (22) PICKUP TRUCK WITH SLIDE-IN CAMPER
- (30) UNKNOWN TRUCK TYPE
- (31) CHASSIS-MOUNTED CAMPER
- (33) DELIVERY VAN (WALK-IN)
- (34) STRAIGHT TRUCK
- (35) TRUCK-TRACTOR (BOBTAIL)
- (36) CHASSIS-CAB
- (37) UNKNOWN HEAVY TRUCK
- (38) TRACTOR & SEMI-TRAILER (SEMI)
- (39) TRUCK (OR SEMI) & FULL TRAILER(S)

## BUS

- (40) UNKNOWN BUS TYPE
- (41) SCHOOL BUS
- (42) INTERCITY BUS (BETWEEN CITIES)
- (43) TRANSIT BUS (INTRACITY)
- (44) STREETCAR (ON TRACKS)

## MOTORCYCLE

- (50) UNKNOWN MOTORCYCLE TYPE
- (51) 1 - 75 cc
- (52) 76 - 125 cc
- (53) 126 - 250 cc
- (54) 251 - 500 cc
- (55) 501 - 750 cc
- (56) 751 cc +
- (57) 3-WHEELS (OR WITH SIDECAR)

## SPECIAL PURPOSE VEHICLE

- (60) UNKNOWN/OTHER SPECIAL VEHICLE (DESCRIBE)
- (61) SNOWMOBILE
- (62) ATV (ALL TERRAIN VEHICLE)
- (63) AMPHIBIOUS VEHICLE
- (64) FARM VEHICLE
- (65) CONSTRUCTION VEHICLE
- (66) TRAILER, PRIVATE (CAMPER)
- (67) TRAILER, COMMERCIAL (CARGO)
- (68) TRAIN (CARS)
- (69) LOCOMOTIVE (ENGINE, SWITCHER)

## OBJECT

- (70) PEDESTRIAN
- (71) BICYCLIST, OTHER PEDALCYCLIST
- (72) PEDESTRIAN CONVEYANCE (E.G. PERSON RIDING  
ANIMAL, CART)
- (73) LARGE ANIMAL
- (74) FALLEN OBJECT (E.G. OBJECT DISLODGED FROM  
OTHER VEHICLE, FALLEN TREE, ROCKS)
- (75) ROCKS
- (76) CONSTRUCTION EQUIPMENT (EXCLUDING (65))
- (77) SIGN POST, UTILITY POLE, TREE
- (78) DITCH
- (79) EMBANKMENT, SNOWBANK, RR TRACKS RR X
- (80) GROUND (ROLLOVER ONLY)
- (81) CURB (DAMAGE PRODUCING IMPACTS ONLY)
- (82) CULVERT
- (83) FENCE
- (84) HYDRANT, SHORT POST, STUMP
- (85) SMALL POST/TREE, RURAL MAIL BOX, MILE  
MARKER, DELINEATOR
- (86) BUILDING
- (87) PIER, PILLAR, BRIDGE SUPPORT
- (88) ABUTMENT, RETAINING WALL
- (89) BRIDGE RAIL
- (90) GUARD RAIL, LEADING SECTION
- (91) GUARD RAIL, MIDDLE OR UNKNOWN
- (92) GUARD RAIL, TRAILING SECTION
- (93) GUARD POST (TIMBER, METAL, CONCRETE)
- (94) CABLE, FENCE BARRIER
- (95) CONCRETE BARRIER (MEDIAN)
- (96) IMPACT ATTENUATOR
- (97) BREAKAWAY FEATURES



Duplicate columns 1-8  
from the previous card.Module C R Format 0 1  
9 10 11 12CRASH RECONSTRUCTION CR-1  
for  $\Delta V$ 

	CASE VEHICLE PRIMARY IMPACT		CASE VEHICLE SECONDARY IMPACT	
	CASE VEHICLE	CONTACTED VEHICLE	CASE VEHICLE	CONTACTED VEHICLE
EVENT NUMBER	<u>1</u> 13		<u>2</u> 47	
$\Delta V$ (km/h) TOTAL	<u>9</u> — 14 15 16	<u>9</u> — 32 33 34	<u>9</u> — 48 49 50	<u>9</u> — 66 67 68
LONGITUDINAL *	<u>9</u> — 17 — 20	<u>9</u> — 35 — 38	<u>9</u> — 51 — 54	<u>9</u> — 69 — 72
LATERAL *	<u>9</u> — 21 — 24	<u>9</u> — 39 — 42	<u>9</u> — 55 — 58	<u>9</u> — 73 — 76
*NOTE: THESE $\Delta V$ COMPONENTS MUST INCLUDE SIGN.				
EXAMPLES: 10 km/h = <u>± 0 1 0</u> -7 km/h = <u>- 0 0 7</u>				
ENERGY DISSIPATED BY CRUSH (kj)	<u>9</u> — 25 — 28	<u>9</u> — 43 — 46	<u>9</u> — 59 — 62	<u>9</u> — 77 — 80
RECONSTRUCTION				
(01) RECONSTRUCTED, UNKNOWN CONFIDENCE LEVEL	<u>1 2</u> 29 30		<u>0 8</u> 63 64	
(21) RECONSTRUCTED, LOW CONFIDENCE LEVEL				
(22) RECONSTRUCTED, MODERATE CONFIDENCE LEVEL				
(23) RECONSTRUCTED, HIGH CONFIDENCE LEVEL				
NOT RECONSTRUCTED BECAUSE				
(02) INSUFFICIENT DATA				
(03) EXCESSIVE UNDERRIDE/ OVERRIDE				
(04) ROLLOVER				
(05) VAULTING				
(06) OTHER TRAVEL IN MORE THAN ONE PLANE				
(07) NON-HORIZONTAL FORCE				
(08) SIDESWIPE-TYPE DAMAGE				
(09) YIELDING OBJECT				
(10) OTHER: _____				
(11) AT LEAST ONE VEHICLE BEYOND SCOPE				
(12) OTHER VEHICLE NOT INSPECTED				
MODE				
(1) CDC ONLY				
(2) CDC & DETAILED DAMAGE	<u>5</u> 31		<u>5</u> 65	
(3) TRAJECTORY & CDC				
(4) TRAJECTORY & CDC & DETAILED DAMAGE				
(5) NOT RECONSTRUCTED				
COMPUTER PROGRAM SPECIFY: _____				

Duplicate columns 1-8  
from the previous card.Module C R Format 0 2  
9 10 11 12CRASH RECONSTRUCTION CR-2  
for EBS

	CASE VEHICLE PRIMARY IMPACT			CASE VEHICLE SECONDARY IMPACT		
	CASE VEHICLE	CONTACTED VEHICLE		CASE VEHICLE	CONTACTED VEHICLE	
EVENT NUMBER	<u>1</u> 13			<u>2</u> 47		
EBS (km/h) TOTAL	<u>028</u> 14 15 16	<u>9</u> — 32 33 34		<u>9</u> — 48 49 50	<u>9</u> — 66 67 68	
LONGITUDINAL*	<u>-028</u> 17 — — 20	<u>9</u> — — 35 — — 38		<u>9</u> — — 51 — — 54	<u>9</u> — — 69 — — 72	
LATERAL*	<u>+000</u> 21 — — 24	<u>9</u> — — 39 — — 42		<u>9</u> — — 55 — — 58	<u>9</u> — — 73 — — 76	
*NOTE: THESE EBS COMPONENTS MUST INCLUDE SIGN.						
EXAMPLES: 10 km/h = ± 010 -7 km/h = -007						
ENERGY DISSIPATED BY CRUSH (kJ)	<u>0056</u> 25 — — 28	<u>9</u> — — 43 — — 46		<u>9</u> — — 59 — — 62	<u>9</u> — — 77 — — 80	
RECONSTRUCTION						
(01) RECONSTRUCTED, UNKNOWN CONFIDENCE LEVEL	<u>22</u> 29 30			<u>08</u> 63 64		
(21) RECONSTRUCTED, LOW CONFIDENCE LEVEL						
(22) RECONSTRUCTED, MODERATE CONFIDENCE LEVEL						
(23) RECONSTRUCTED, HIGH CONFIDENCE LEVEL						
NOT RECONSTRUCTED BECAUSE						
(02) INSUFFICIENT DATA						
(03) EXCESSIVE UNDERRIDE/ OVERRIDE						
(04) ROLLOVER						
(05) VAULTING						
(06) OTHER TRAVEL IN MORE THAN ONE PLANE						
(07) NON-HORIZONTAL FORCE						
(08) SIDESWIPE-TYPE DAMAGE						
(09) YIELDING OBJECT						
(10) OTHER: _____						
(11) AT LEAST ONE VEHICLE BEYOND SCOPE						
(12) OTHER VEHICLE NOT INSPECTED						
MODE						
(1) CDC ONLY	<u>2</u> 31			<u>5</u> 65		
(2) CDC & DETAILED DAMAGE						
(3) TRAJECTORY & CDC						
(4) TRAJECTORY & CDC & DETAILED DAMAGE						
(5) NOT RECONSTRUCTED						
COMPUTER PROGRAM SPECIFY: <u>Nismash</u>						



Duplicate columns 1-8  
from the previous card.Module C R Format 0 3  
9 10 11 12

## CRASH RECONSTRUCTION CR-3

## NOTES:

1. ENTER CRASH RECONSTRUCTION DAMAGE MEASUREMENTS IN CENTIMETERS.
2. MEASURE  $C_1$  TO  $C_6$  FROM DRIVER TO PASSENGER SIDE IN FRONT OR REAR IMPACTS, REAR TO FRONT IN SIDE IMPACTS.
3.  $D$  IS POSITIVE IF MEASURED TO A POINT FORWARD OF OR TO THE RIGHT OF THE CG.
4. USE THE CENTER OF THE WHEELBASE AS THE CG.

CASE VEHICLE

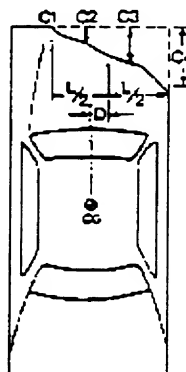
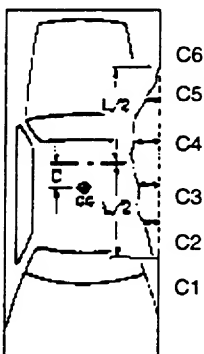
LOCATOR

Locate the end of the damage with respect to the vehicle longitudinal center line, or an undamaged axle for side impacts.

Specific Impact No.	Location of Direct Damage	Location of Field L
1	Frontal Plane	Front bumper BC to BC
2	51cm forward of Lt. Rear BC	Begin same

## PLANE:

- (1) Bumper
- (2) Above Bumper
- (3) Sill
- (4) Above Sill
- (5) Other Averaged 162
- (9) Unknown

DL 160UDL       

## CRUSH PROFILE IN CENTIMETERS

NOTE: Each line in the table below is a separate record (card).

Duplicate columns 1 - 12 for each completed line.

Specific Impact Number	Plane of Impact C-Measur.	Direct Damage		Field L	C <sub>1</sub>	C <sub>2</sub>	C <sub>3</sub>	C <sub>4</sub>	C <sub>5</sub>	C <sub>6</sub>	±D
		Length (DDL)	Max Crush								
1	1	160		135	23	21	20	19	21	25	0
	Free Space				-12	-6	-2	-2	-6	-12	
1	2		57	140	52	57	51	50	42	45	0
	Free Space		-25		-25	-25	-25	-25	-25	-25	
	RESULTS				11/27	15/32	18/26	17/25	15/17	19/20	
1	5	160	032	140	019	024	018	017	015	013	+000
13	14	15 16 17	18 19 20	21 22 23	24 25 26	27 28 29	30 31 32	33 34 35	36 37 38	39 40 41	42 43 44 45
2	4	140	15	164	0	11	15	11	5	0	+102
2	4	140	015	164	000	011	015	011	005	000	+102

Duplicate columns 1-8  
from the previous card.

Module C R Format 0 4  
9 10 11 12

# CRASH RECONSTRUCTION CR-4

- NOTES:
1. ENTER CRASH RECONSTRUCTION DAMAGE MEASUREMENTS IN CENTIMETERS.
  2. MEASURE  $C_1$  TO  $C_6$  FROM DRIVER TO PASSENGER SIDE IN FRONT OR REAR IMPACTS, REAR TO FRONT IN SIDE IMPACTS.
  3.  $D$  IS POSITIVE IF MEASURED TO A POINT FORWARD OF OR TO THE RIGHT OF THE CG.
  4. USE THE CENTER OF THE WHEELBASE AS THE CG.

OTHER VEHICLE

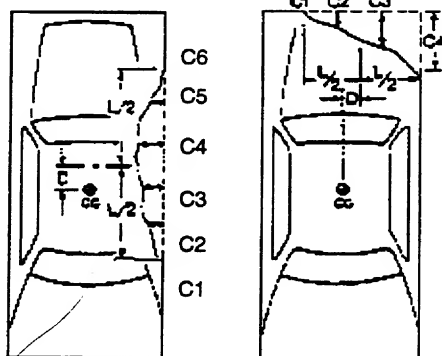
LOCATOR

Locate the end of the damage with respect to the vehicle longitudinal center line, or an undamaged axle for side impacts.

Specific Impact No.	Location of Direct Damage	Location of Field L

PLANE:

- (1) Bumper
- (2) Above Bumper
- (3) Sill
- (4) Above Sill
- (5) Other \_\_\_\_\_
- (9) Unknown



DL \_\_\_\_\_

UDL \_\_\_\_\_

## CRUSH PROFILE IN CENTIMETERS

NOTE: Each line in the table below is a separate record (card). Duplicate columns 1 - 12 for each completed line.

Specific Impact Number	Plane of Impact C-Measur.	Direct Damage		Field L	$C_1$	$C_2$	$C_3$	$C_4$	$C_5$	$C_6$	$\pm D$
		Length (DDL)	Max Crush								
1	9	999	999	999	999	999	999	999	999	999	+999
13	14	15 16 17	18 19 20	21 22 23	24 25 26	27 28 29	30 31 32	33 34 35	36 37 38	39 40 41	42 43 44 45
2	9	999	999	999	999	999	999	999	999	999	+999

Duplicate columns 1-8  
from the previous card.Module W T Format 0 1  
9 10 11 12

## WHEELS AND TIRES

WT-1

## WHEELS--DAMAGED

- (0) NO  
(1) YES  
(9) UNKNOWN

Flat -  
changed  
to spare

LF 0  
13RF 0RR 0LR 1  
16

## TIRE TREAD TYPE

- (1) REGULAR  
(2) SNOW  
(3) SLICKS  
(4) ALL WEATHER (MS)  
(7) OTHER: \_\_\_\_\_  
(9) UNKNOWN

LF 4  
17RF 4RR 4LR 4  
20

## CARCASS CONSTRUCTION

- (1) BIAS  
(2) BELTED BIAS  
(3) RADIAL  
(4) ELLIPTICAL  
(5) HI PRESSURE SPARE  
(6) SPACE SAVER SPARE  
(7) OTHER: \_\_\_\_\_  
(9) UNKNOWN

LF 3  
21RF 3RR 3LR 3  
24

SIZE (NOT DOT CODE. IF UNKNOWN, USE 9'S)

LF P 21570R15  
25RF ↓  
35RR ↓  
45LR ↓  
55

IF VEHICLE IS EQUIPPED WITH DUAL  
WHEELS, COMPLETE FOR OUTER WHEELS  
AND MAKE NOTES ON INNER WHEELS.

NOTES: \_\_\_\_\_

Duplicate columns 1-8  
from the previous card.

Module F T Format 0 1  
9 10 11 12

# FUEL AND FUEL TANKS FT-1

## - TYPE OF PROPULSIVE FUEL

- (1) GASOLINE
- (2) DIESEL OIL
- (3) LPG
- (4) ELECTRIC
- (7) OTHER: \_\_\_\_\_
- (9) UNKNOWN

1  
13

## AUXILIARY TANK TYPE

- (1) OEM TANK
- (2) AFTER MARKET TANK
- (8) NOT APPLICABLE (NOT EQUIPPED)
- (9) UNKNOWN

8  
21

## - MAIN TANK LOCATION

322  
14 16

## AUXILIARY TANK LOCATION

888  
22 24

## MAIN FILLER CAP LOCATION

213  
17 19

## AUXILIARY FILLER CAP LOCATION

888  
25 27

## MAIN TANK MATERIAL

1  
20

## AUXILIARY TANK MATERIAL

8  
28

## TANK AND FILLER CAP LOCATION CODES

### FIRST DIGIT (LONGITUDINAL)

- (1) BEHIND KICK-UP
- (2) IN KICK-UP
- (3) BETWEEN KICK-UP & COWL
- (4) FORWARD OF COWL
- (8) NOT APPLICABLE (NOT EQUIPPED)
- (9) UNKNOWN

### SECOND DIGIT (LATERAL)

- (1) LEFT OF FRAME
- (2) WITHIN FRAME OR CENTERED
- (3) RIGHT OF FRAME
- (4) DUAL, RIGHT & LEFT TANKS
- (8) NOT APPLICABLE (NOT EQUIPPED)
- (9) UNKNOWN

### THIRD DIGIT (VERTICAL)

- (1) BELOW FRAME
- (2) WITHIN FRAME OR CENTERED
- (3) ABOVE FRAME
- (8) NOT APPLICABLE (NOT EQUIPPED)
- (9) UNKNOWN

## TANK MATERIAL CODES

- (1) STEEL
- (2) ALUMINUM
- (3) PLASTIC
- (7) OTHER
- (8) NOT APPLICABLE (NOT EQUIPPED)
- (9) UNKNOWN

Duplicate columns 1-8  
from the previous card.

Module F L Format 0 1  
9 10 11 12

FUEL LEAKAGE FL-1

DID FUEL LEAKAGE RESULT FROM A CRASH EVENT

(0) NO KNOWN LEAKAGE SKIP PAGE.

0  
13

(1) YES COMPLETE PAGE.

LEAK NUMBER	I LEAKING COMPONENT	II COMPONENT SOURCE	III TYPE OF DAMAGE	IV SEVERITY OF DAMAGE	V LOCATION OF LEAK	EVENT NUMBER
#1	<u>    </u> <u>    </u> 14 15	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u> <u>    </u>	<u>    </u> 21
#2	<u>    </u> <u>    </u> 22 23	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u> <u>    </u>	<u>    </u> 29
#3	<u>    </u> <u>    </u> 30 31	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u> <u>    </u>	<u>    </u> 37
#4	<u>    </u> <u>    </u> 38 39	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u> <u>    </u>	<u>    </u> 45
#5	<u>    </u> <u>    </u> 46 47	<u>    </u>	<u>    </u>	<u>    </u>	<u>    </u> <u>    </u>	<u>    </u> 53

I LEAKING COMPONENT

TANK AREA

- (11) MAIN FUEL TANK (INCLUDING VAPOR RECOVERY DOME)
- (12) AUXILIARY FUEL TANK
- (13) MAIN TANK FILLER TUBE
- (14) MAIN TANK CAP (GAS CAP)
- (15) AUXILIARY TANK FILLER TUBE
- (16) AUXILIARY TANK CAP (GAS CAP)
- (19) TANK AREA, DETAILS UNKNOWN

DELIVERY SYSTEM

- (21) FUEL FEED LINE (MAIN TANK TO FUEL PUMP)
- (22) FUEL FEED LINE (AUXILIARY TANK TO FUEL PUMP)
- (23) FUEL RETURN LINE (FUEL PUMP TO TANK)
- (24) INLINE FUEL FILTER
- (25) FUEL LINE (PUMP TO CARBURETOR OR INJECTOR PUMP)
- (26) CARBURETOR TO INJECTOR PUMP
- (27) FUEL PUMP
- (29) DELIVERY SYSTEM, DETAILS UNKNOWN

EVAPORATIVE EMISSION CONTROL SYSTEM

- (31) ATMOSPHERIC VENT PIPE (NON-EEC EQUIPPED)
- (32) EEC PIPE (VAPOR CANISTER TO CARBURETOR)

EEC SYSTEM (CONTINUED)

- (33) VAPOR RECOVERY HOSES (CANISTER TO CARBURETOR)
- (34) LIQUID-VAPOR SEPARATOR (UNLESS PART OF TANK)
- (35) CANISTER
- (39) EEC SYSTEM, DETAILS UNKNOWN

- (49) ENGINE COMPARTMENT, COMPONENT UNKNOWN
- (99) COMPONENT UNKNOWN

II COMPONENT SOURCE

- (1) OEM
- (2) AFTER MARKET
- (9) UNKNOWN

III TYPE OF DAMAGE

- (1) DENTED/CRUSHED
- (2) PUNCTURED
- (3) RUPTURED
- (4) SEVERED/GROSS TEARS
- (5) DISCONNECTED/DEFEATED
- (9) UNKNOWN

IV SEVERITY OF DAMAGE

- (1) MINOR
- (2) MODERATE
- (3) SEVERE
- (4) DISCONNECTED/DEFEATED
- (9) UNKNOWN

V LOCATION OF LEAK

FIRST DIGIT  
(LONGITUDINAL LOCATION)

- (1) F, FORWARD OF COWL
- (2) P, BETWEEN COWL & REAR BULKHEAD
- (3) B, BEHIND REAR BULKHEAD
- (4) Y, F, & P
- (5) Z, P, & B
- (6) D, DISTRIBUTED (F, P & B)
- (9) UNKNOWN

SECOND DIGIT  
(LATERAL LOCATION)

- (1) L, LEFT
- (2) C, CENTER
- (3) R, RIGHT
- (4) Y, LEFT CENTER (L & C)
- (5) Z, RIGHT CENTER (R & C)
- (6) D, DISTRIBUTED (F, P & B)
- (9) UNKNOWN

Duplicate columns 1-8  
from the previous card.

Module F R Format 0 1  
9 10 11 12

FIRE FR-1

WAS THERE FIRE IN OR ON CASE VEHICLE?

(0) NO SKIP PAGE.

0  
13

(1) YES COMPLETE PAGE.

DID FIRE START IN CASE VEHICLE?

- (0) NO  
(1) YES  
(9) UNKNOWN

      
14

SEVERITY OF FIRE DAMAGE

- (1) MINOR  
(2) MODERATE  
(3) SEVERE  
(9) UNKNOWN

      
16

FLAME PROPOGATION RATE

- (1) RAPID/EXPLOSIVE  
(2) SLOW/MODERATE  
(9) UNKNOWN

      
15

DID AN INJURY TO CASE  
VEHICLE OCCUPANT RESULT FROM  
FIRE IN OR ON CASE VEHICLE?

- (0) NO  
(1) YES  
(9) UNKNOWN

      
17

PROVIDE NOTES IF FIRE OCCURRED.

Duplicate columns 1-8  
from the previous card.Module E D Format 0 1  
9 10 11 12

## EXTERIOR DAMAGE

ED-1

## HOOD PERFORMANCE

FOR THE FOLLOWING, USE CODES:

- (0) NO  
(1) YES  
(8) NOT APPLICABLE  
(9) UNKNOWN

HOOD LATCH(ES)- -RELEASED

0  
13

-DAMAGED

1  
14

-JAMMED

1  
15

HOOD HINGES- -LEFT, DAMAGED

1  
16-LEFT, SEPARATED  
(COMPLETE)0  
17

-RIGHT, DAMAGED

1  
18-RIGHT, SEPARATED  
(COMPLETE)0  
19

HOOD REMAINED ON VEHICLE

1  
20

REAR EDGE OF HOOD- -ELEVATED

1  
21

-CONTACTED WINDSHIELD

0  
22

-PENETRATED WINDSHIELD

8  
23

HOOD LATCH LOCATION

- (1) FRONT OF VEHICLE  
(2) COWL AREA  
(3) SIDE  
(8) NOT APPLICABLE  
(9) UNKNOWN

1  
24

## ENGINE OR TRANSMISSION MOUNT

SEPARATION (COMPLETE)

- (0) NO  
(1) YES  
(9) UNKNOWN

0  
25

## STEERING COL FLEXIBLE COUPLING

FLEXIBLE COUPLING TYPE

- (0) NONE  
(1) FLEXIBLE MATERIAL  
(2) POT  
(3) SINGLE U-JOINT  
(4) DOUBLE U-JOINT  
(5) FLEXIBLE CABLE  
(6) COMBINATION OF ABOVE  
(CIRCLE EACH)  
(7) OTHER: \_\_\_\_\_  
(8) EQUIPPED, TYPE UNKNOWN  
(9) UNKNOWN, IF EQUIPPED

9  
26

COUPLING-

-DAMAGED

9  
27(USE CODES  
FROM HOOD  
PERFORMANCE)-SEPARATED  
(COMPLETE)9  
28

## ENG COMPART TELESCOPING UNIT

TYPE OF UNIT

- (00) NONE INSTALLED  
(01) - (07) SEE UNITS ON PAGE ED-2  
(88) NOT COLLECTED  
(97) OTHER: \_\_\_\_\_  
(98) EQUIPPED, TYPE UNKNOWN  
(99) UNKNOWN IF EQUIPPED

8 8  
29 30

ORIGINAL LENGTH (mm)

F (OR H): \_\_\_\_\_

TELESCOPED LENGTH (mm)

G: \_\_\_\_\_

DIFFERENCE (mm)

F (OR H) - G

(IF LESS THAN 15mm, ENTER "000".)

- (888) NOT COLLECTED  
(991) NOT MEASURED/NO  
COMPRESSION  
(992) COMPRESSED, AMOUNT  
UNKNOWN  
(993) DEVICE EXTENDED  
(997) UNABLE TO BE MEASURED  
(998) NOT APPLICABLE (NOT  
EQUIPPED)  
(999) UNKNOWN

8 8 8  
31 32 33

## EXTERIOR DAMAGE

ED-2

## LEFT-SIDE BODY MOUNT

DID BODY MOUNT SEPARATE?

- (0) NO  
 (1) YES  
 (8) NOT APPLICABLE  
 (9) UNKNOWN

0  
 34

## LEFT PILLARS

PILLARS SEPARATED COMPLETELY -

USE CODES:

- (0) NO  
 (1) YES  
 (4) NO SEPARATION, BUT DAMAGED  
 (8) NOT APPLICABLE (NOT EQUIPPED)  
 (9) UNKNOWN

-A-PILLAR, UPPER

0  
 35

LOWER

0  
 36

-B-PILLAR, UPPER

0  
 37

LOWER

0  
 38

-C-PILLAR, UPPER

0  
 39

LOWER

4  
 40

-D-PILLAR, UPPER

0  
 41

LOWER

4  
 42

## LEFT DOORS

HOW DID DOORS  
OPEN DURING COLLISION?

USE CODES:

(0) DOOR DID NOT OPEN

OPENED BECAUSE OF

- (1) HINGE AREA SEPARATION  
 (2) DOOR-LATCH SEPARATION  
 (3) LATCH-STRIKER SEPARATION  
 (4) STRIKER-PILLAR SEPARATION  
 (5) BODY DISTORTION  
 (6) COMBINATION OF ABOVE  
 (CIRCLE EACH)  
 (7) OPENED, REASON UNKNOWN

- (8) NOT APPLICABLE (NO DOOR)  
 (9) UNKNOWN

-FRONT

0  
 43

-REAR

0  
 44

DOORS JAMMED CLOSED-

USE CODES:

- (0) NO  
 (1) YES  
 (8) NOT APPLICABLE (NO DOOR)  
 (9) UNKNOWN

-FRONT

0  
 45

-REAR

1  
 46



## EXTERIOR DAMAGE

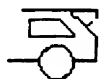
ED-3

## REAR DOOR

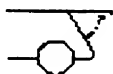
## REAR DOOR TYPE

- (0) NO DOOR (INCLUDES PICKUPS)  
 (1) HATCHBACK  
 (2) ONE-WAY TAILGATE  
 (3) TWO-WAY TAILGATE  
 (4) CLAMSHELL/DISAPPEARING TAILGATE  
 (5) SINGLE DOOR  
 (6) DOUBLE DOOR  
 (9) UNKNOWN

Hatchback



One-way



Two-way



or



Clamshell



Single door



Double door

HOW DID DOOR  
OPEN DURING COLLISION?

- (0) DOOR DID NOT OPEN

## OPENED BECAUSE OF

- (1) HINGE AREA SEPARATION  
 (2) DOOR-LATCH SEPARATION  
 (3) LATCH-STRIKER SEPARATION  
 (4) STRIKER-PILLAR SEPARATION  
 (5) BODY DISTORTION  
 (6) COMBINATION OF ABOVE  
 (CIRCLE EACH)  
 (7) OPENED, REASON UNKNOWN  
 (8) NOT APPLICABLE (NO DOOR)  
 (9) UNKNOWN

## DOOR JAMMED CLOSED

- (0) NO  
 (1) YES  
 (8) NOT APPLICABLE (NO DOOR)  
 (9) UNKNOWN

2  
47

## OTHER REAR DAMAGE

WAS PARTITION TO LUGGAGE AREA  
DAMAGED DURING COLLISION?

- (0) NO  
 (1) YES  
 (8) NOT APPLICABLE  
 (9) UNKNOWN

8  
50

## SPARE TIRE

- (0) NO SPARE TIRE  
 (1) NOT ATTACHED BEFORE COLLISION  
 (2) ATTACHED, NOT SEPARATED IN COLLISION  
 (3) ATTACHED, SEPARATED DUE TO COLLISION  
 (8) NOT COLLECTED  
 (9) UNKNOWN

8  
51

## TRAILER HITCH TYPE

- (0) NO HITCH

## BALL-AND-SOCKET TYPES

- (1) TEMPORARY FRAMEWORK (E.G. RENTAL CLAMP-ON)  
 (2) BUMPER-MOUNT ONLY (E.G. LIGHT TRUCK)  
 (3) BUMPER-AND-FRAME (BUT NON-EQUALIZING)  
 (4) LOAD EQUALIZING

## OTHER TYPES

- (5) RING-AND-PINTLE  
 (6) FIFTH-WHEEL (INCL. P/U)  
 (7) OTHER (E.G. CLEVIS-AND-PIN)

- (8) EQUIPPED, TYPE UNKNOWN  
 (9) UNKNOWN IF EQUIPPED

0  
52

TRAILER TYPE  
(AT TIME OF COLLISION)

- (0) NO TRAILER  
 (1) TRAVEL-TRAILER/CAMPER  
 (2) MOBILE HOME  
 (3) BOAT/SNOWMOBILE/ATV TRAILER  
 (4) UTILITY TRAILER  
 (5) TOWED CAR  
 (7) OTHER: \_\_\_\_\_  
 (8) TRAILER, TYPE UNKNOWN  
 (9) UNKNOWN

8  
53

0  
48

0  
49

## EXTERIOR DAMAGE

ED-4

## RIGHT-SIDE BODY MOUNT

DID BODY MOUNT SEPARATE?

- (0) NO  
 (1) YES  
 (8) NOT APPLICABLE  
 (9) UNKNOWN

8  
 54

## RIGHT PILLARS

PILLARS SEPARATED COMPLETELY -

USE CODES:

- (0) NO  
 (1) YES  
 (4) NO SEPARATION, BUT DAMAGED  
 (8) NOT APPLICABLE (NOT EQUIPPED)  
 (9) UNKNOWN

-A-PILLAR, UPPER

0  
 55

LOWER

0  
 56

-B-PILLAR, UPPER

0  
 57

LOWER

0  
 58

-C-PILLAR, UPPER

0  
 59

LOWER

0  
 60

-D-PILLAR, UPPER

0  
 61

LOWER

0  
 62

## RIGHT DOORS

HOW DID DOORS  
OPEN DURING COLLISION?

USE CODES:

(00) DOOR DID NOT OPEN

OPENED BECAUSE OF

- (01) HINGE AREA SEPARATION  
 (02) DOOR-LATCH SEPARATION  
 (03) LATCH-STRIKER SEPARATION  
 (04) STRIKER-PILLAR SEPARATION  
 (05) BODY DISTORTION  
 (06) COMBINATION OF ABOVE  
 (CIRCLE EACH)  
 (07) OPENED, REASON UNKNOWN  
 (11) VAN RIGHT-REAR DOOR OPENED  
 (ANY MECHANISM)

(98) NOT APPLICABLE (NO DOOR)

(99) UNKNOWN

-FRONT

00  
 63 64

-REAR

00  
 65 66

DOORS JAMMED CLOSED-

USE CODES:

- (0) NO  
 (1) YES  
 (8) NOT APPLICABLE (NO DOOR)  
 (9) UNKNOWN

-FRONT

0  
 67

-REAR

0  
 68

VAN REAR DOOR TYPE

- (0) VAN, NO REAR DOOR  
 (1) TRACK (SLIDING) - RIGHT SIDE  
 (2) SINGLE-HINGED - RIGHT SIDE  
 (3) DOUBLE-HINGED - RIGHT SIDE  
 (4) TRACK (SLIDING) - RIGHT & LEFT SIDE  
 (5) SINGLE-HINGED - RIGHT & LEFT SIDE  
 (6) DOUBLE-HINGED - RIGHT & LEFT SIDE  
 (7) TRACK AND HINGED COMBINATION  
 (8) NOT APPLICABLE (NOT A VAN)  
 (9) UNKNOWN

8  
 69

## EXTERIOR DAMAGE

ED-5

## WINDSHIELD DAMAGE

## WINDSHIELD CRACKED

- (0) NO  
(1) YES  
(8) NOT APPLICABLE  
(9) UNKNOWN

WINDSHIELD BROKEN  
(PLASTIC INTERLAYER TORN)

- (0) NO  
(1) YES  
(8) NOT APPLICABLE  
(9) UNKNOWN

CRACKED OR BROKEN  
BY OCCUPANT CONTACT

- (0) NO  
(1) YES  
(8) NOT APPLICABLE  
(9) UNKNOWN

## EXTENT OF BOND SEPARATION

- (0) NONE  
(1) 1 - 20%  
(2) 21 - 40  
(3) 41 - 60  
(4) 61 - 80  
(5) 81 - 99  
(6) TOTAL  
(7) SEPARATED, AMOUNT  
UNKNOWN  
(8) NOT APPLICABLE  
(9) UNKNOWN

## WINDSHIELD MARK ON CASE VEHICLE:

SOLAR TINT

**Carlite**

D R

LAMINATED

SUN VISOR AS-1

DOT- [REDACTED] FM-M [REDACTED]

8 A C

DW- [REDACTED]

## WINDSHIELD CODE

- (97) DESCRIBED BUT NOT CODED  
(98) NOT APPLICABLE (NO WINDSHIELD)  
(99) UNKNOWN

Y K  
74 75

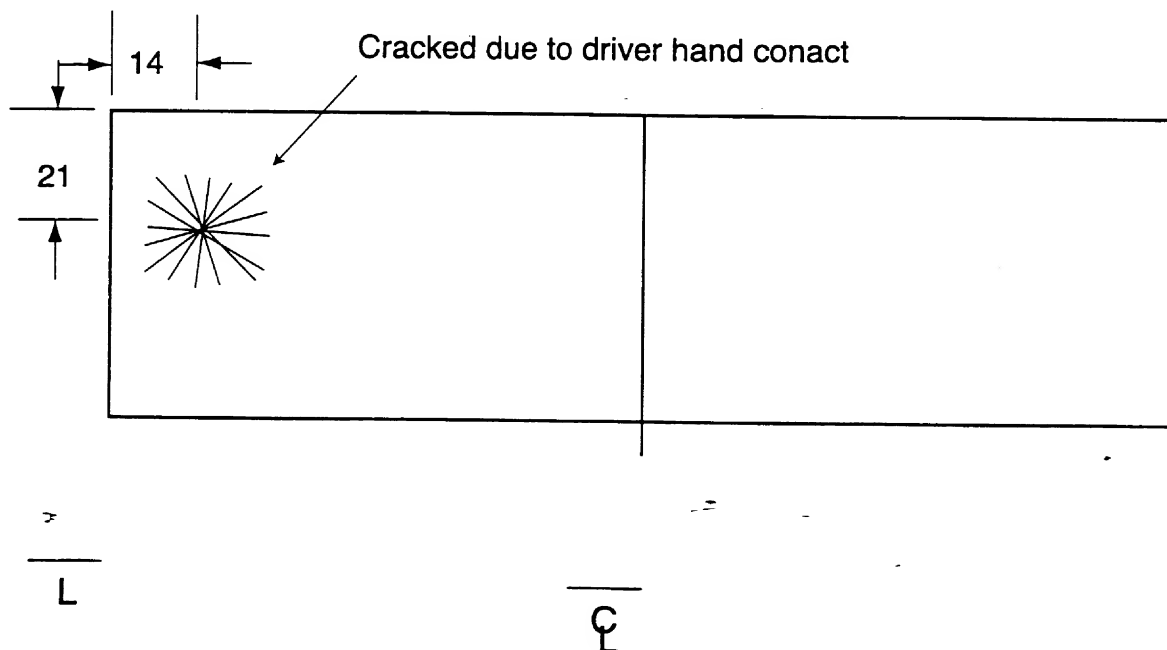
## ROOF

DID T-ROOF/SUN ROOF OPEN  
DURING COLLISION?

- (0) NO  
(1) YES  
(8) NOT APPLICABLE  
(NOT A T-ROOF OR SUN ROOF)  
(9) UNKNOWN

P  
76

LOCATE AREA OF WINDSHIELD INTEREST OR DAMAGE WITH DIMENSIONS (VERTICAL & HORIZONTAL) ON THIS DIAGRAM OF THE WINDSHIELD AS VIEWED FROM INSIDE.



Duplicate columns 1-8  
from the previous card.

Module S C Format 0 1  
9 10 11 12

# STEERING WHEEL AND COLUMN SC-1

## STEERING WHEEL

### STEERING WHEEL RIM DAMAGE

- (0) NONE  
(1) DEFORMED SLIGHTLY  
(2) SEVERELY BENT  
(3) BROKEN  
(9) UNKNOWN

0  
13

### NUMBER OF STEERING WHEEL SPOKES

- (9) UNKNOWN

4  
14

### STEERING WHL SPOKE DAMAGE

- (0) NONE  
(1) DEFORMED SLIGHTLY  
(2) SEVERELY BENT  
(3) BROKEN  
(9) UNKNOWN

0  
15

### STEERING WHEEL POSITION AT TIME OF COLLISION

IN WHAT O'CLOCK POSITION WAS THE  
NORMAL TOP OF THE WHEEL POINTED  
WHEN THE COLLISION OCCURRED?

#### EXAMPLES

O'CLOCK = 1 2



(NORMAL STRAIGHT  
AHEAD)

O'CLOCK = 0 2



O'CLOCK = 12

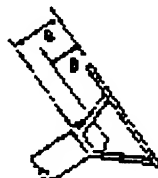
(99) UNKNOWN

## STEERING WHEEL ENERGY ABSORBING DEVICE



(1) EXAMPLES:

BARRACUDA, 70 - 74  
CHALLENGER, 70 - 74  
CAPRI, 71 - 77



(2) EXAMPLES:

OMNI, 78 -  
HORIZON, 78 -

### TYPE OF DEVICE

- (0) NONE  
(1) CONVOLUTED OR MESH CYLINDER  
(2) DEEP DISH STEERING WHEEL  
(7) OTHER: \_\_\_\_\_  
(8) NOT COLLECTED  
(9) UNKNOWN IF EQUIPPED

### ORIGINAL DIMENSION (mm)

A: \_\_\_\_\_

### DAMAGE DIMENSION (mm)

B: \_\_\_\_\_

### DIFFERENCE (mm)

A - B

- (888) NOT COLLECTED  
(991) NOT MEASURED/NO APPARENT  
COMPRESSION  
(992) COMPRESSED, AMOUNT UNKNOWN  
(993) DEVICE EXTENDED  
(997) UNABLE TO MEASURE  
(998) NOT APPLICABLE (NOT EQUIPPED)  
(999) UNKNOWN

8 8 8  
20 22

## STEERING COLUMN OPTIONS

### TILT FEATURE

- (0) NOT EQUIPPED  
(1) YES, EQUIPPED, UNK POSITION  
(2) UP  
(3) MIDDLE  
(4) LOWER  
(9) UNKNOWN IF EQUIPPED

2  
16

### SWING-AWAY FEATURE

- (0) NOT EQUIPPED  
(1) YES, EQUIPPED  
(9) UNKNOWN IF EQUIPPED

0  
17

### TELESCOPING FEATURE

- (0) NOT EQUIPPED  
(1) YES, EQUIPPED  
(9) UNKNOWN IF EQUIPPED

0  
18

## STEERING WHEEL AND COLUMN SC-2

STEERING COLUMN  
ENERGY ABSORBING DEVICE

TYPE OF DEVICE \* (IF 27 OR 28)

- (00) NOT EQUIPPED  
(88) NOT COLLECTED  
(99) UNKNOWN

8 8  
23 24

ORIGINAL LENGTH (mm)

C: \_\_\_\_\_

COMPRESSED LENGTH (mm)

D: \_\_\_\_\_

BRACKET DEFLECTION (IF CODE 36, 48,  
OR 49 ABOVE)

OR

COMPRESSION (OR EXTRUSION) (mm)

C - D (OR E) (TOLERANCE:  $\pm 10$ )

- (888) NOT COLLECTED  
(991) NOT MEASURED/NO APPARENT  
COMPRESSION  
(992) COMPRESSED, AMOUNT UNKNOWN  
(993) DEVICE EXTENDED  
(997) UNABLE TO BE MEASURED  
(998) NOT APPLICABLE (NOT EQUIPPED)  
(999) UNKNOWN

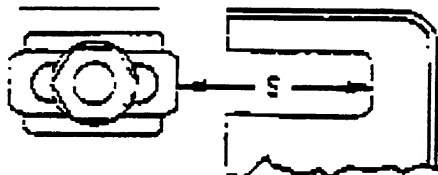
8 8 8  
25 27

\* (ADD A &amp; B FOR TOTAL COMPRESSION)

SHEAR CAPSULE SEPARATION (mm)

S (USE AVG. OF LEFT &amp; RIGHT CAPSULES.)

LT:



RT:

- (888) NOT COLLECTED  
(991) NOT MEASURED/NO APPARENT  
SEPARATION  
(992) SEPARATED, AMOUNT UNKNOWN  
(997) UNABLE TO BE MEASURED  
(998) NOT APPLICABLE (NOT EQUIPPED)  
(999) UNKNOWN

8 8 8  
28 30

COLUMN VERTICAL ROTATION

- (0) NO APPARENT ROTATION  
(1) UPWARD APPARENT ROTATION  
(2) DOWNWARD APPARENT ROTATION  
(9) UNKNOWN

0  
31

COLUMN LATERAL ROTATION

- (0) NO APPARENT ROTATION  
(1) LEFT APPARENT ROTATION  
(2) RIGHT APPARENT ROTATION  
(9) UNKNOWN

0  
32

## STEERING WHEEL (CONTINUED)

## STEERING WHEEL HUB DAMAGE

- (0) NONE  
(1) OCCUPANT CONTACT  
(2) AIRBAG  
(3) OTHER \_\_\_\_\_  
(9) UNKNOWN

0  
33



-1 = Definitely 2 = Probably 3 = Possible

BEST AVAILABLE

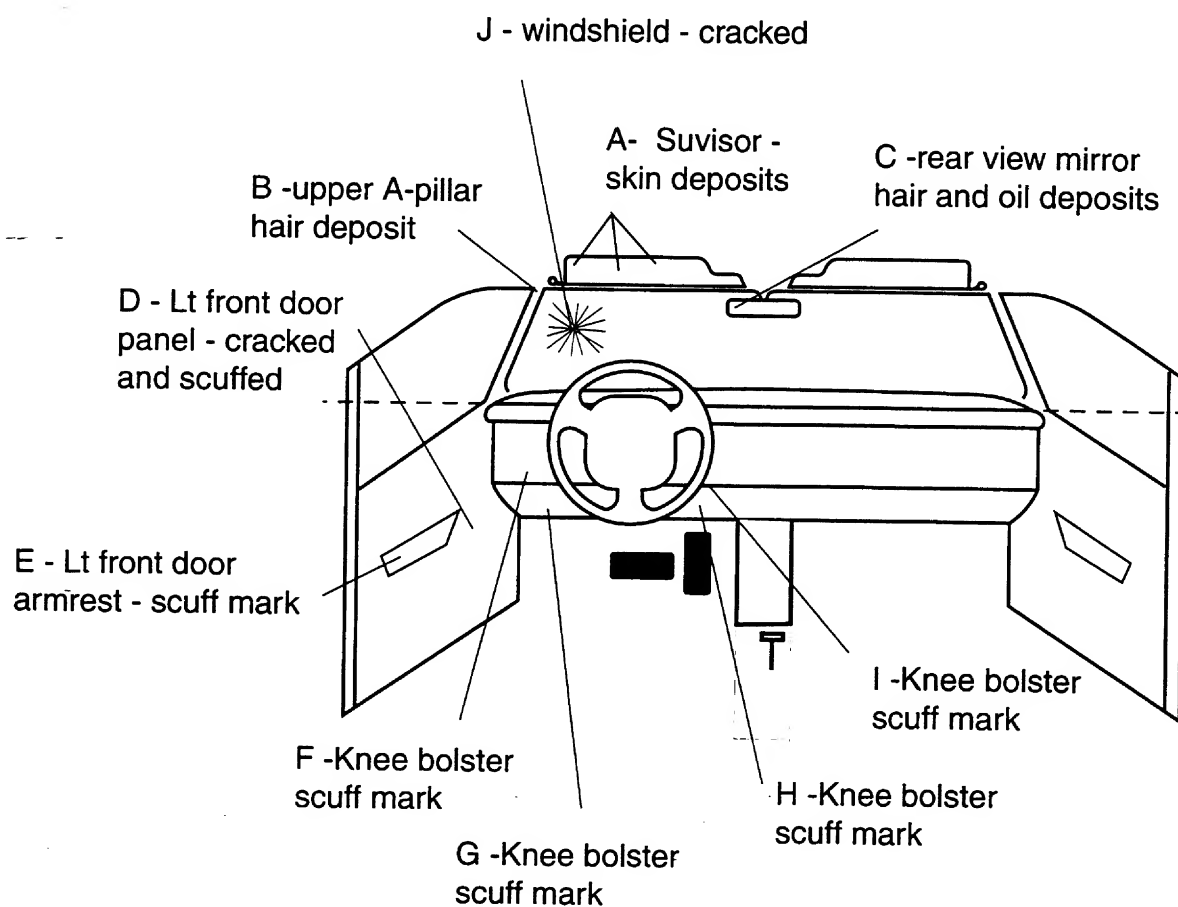
## INTRUSION IT-1

Location of Intrusion	Intruded Component	(All Measurements Are in Centimeters)			Dominant Crush Direction
		Comparison Value	– Intruded Value	= Intrusion	
			–	=	
			–	=	
			–	=	
			–	=	
			–	=	
			–	=	
			–	=	
			–	=	
			–	=	

## OCCUPANT CONTACT WORKSHEET

Contact	Interior Component Contacted	Occupant No. if Known	Body Region if Known	Supporting Physical Evidence	Confidence Level of Contact Point
A	Lt sunvisor	Driver	Face	Skin	1
B	Upper A-pillar	Driver	Lt f arm or face	Short hairs	2
C	Rear-view mirror	Driver	Rt Hand	Short hairs and oil	2
D	Lt front door	Driver	Lt side	Cracked and scuffed	2
E	Lt front door armrest	Driver	Lt side	Scuffed	2
F	Knee bolster	Driver	Lt knee	Scuffed	1
G	Knee bolster	Driver	Lt knee	Scuffed	1
H	Knee bolster	Driver	Rt knee	Scuffed	1
I	Knee bolster	Driver	Rt knee	Scuffed	1
J	Windshield	Driver	Lt hand	Cracked	1
K					
L					
M					

## VEHICLE OCCUPANT CONTACT DIAGRAM





## INTRUSION IT-3

## CODES FOR COLUMN B, OCCUPANT SPACE NUMBER

OCCUPANT SPACE NUMBER IS A TWO-DIGIT CODE. THE USE OF THE CODE IS DETERMINED BY THE VEHICLE SEAT CONFIGURATION AT THE TIME OF THE ACCIDENT.

## FIRST DIGIT

THE FIRST DIGIT (LEFT DIGIT) DENOTES THE SEAT ROW, WITH CODE VALUES FROM 1 TO 5.

## SECOND DIGIT

THE SECOND DIGIT (RIGHT DIGIT) DENOTES THE POSITION ON THE SEAT AND, IN SOME INSTANCES, THE WIDTH OF THE SEAT.

- |                          |                 |                            |                                      |
|--------------------------|-----------------|----------------------------|--------------------------------------|
| (1) LEFT                 | (3) RIGHT       | .....                      | INDIVIDUAL SEAT                      |
| (1) LEFT                 | (2) CENTER      | (3) RIGHT                  | ..... BENCH: FULL WIDTH 3 PASSENGER  |
| (1) LEFT                 | (2) LEFT CENTER | (6) RIGHT CENTER (3) RIGHT | ..... BENCH: FULL WIDTH 4 PASSENGER  |
| (1) LEFT                 | (2) CENTER      | (5) RIGHT & AISLE SPACE    | ..... BENCH: PARTIAL WIDTH, LEFT     |
| (0) LEFT & SPACE         | (2) CENTER      | (5) RIGHT & SPACE          | ..... BENCH: PARTIAL WIDTH, CENTERED |
| (4) ENTIRE VEHICLE WIDTH | .....           | CARGO AREA                 |                                      |

## EXAMPLES

THE TWO FIGURES BELOW PROVIDE EXAMPLES OF THE OCCUPANT SPACE NUMBER.

PASSENGER CAR  
5 PASSENGERS

X	X	11	13
X	X	X	21 22 23

VAN  
12 PASSENGER CAPACITY

X	X	11	13	
X	X	X	21 22 25	
X	X	X	31 32 35	
X	X	X	X	41 42 46 43

## CODES FOR COLUMN F, MEASUREMENT AXIS

- (X) X-AXIS (FORE & AFT)  
(Y) Y-AXIS (LATERAL)  
(Z) Z-AXIS (VERTICAL)

## CODES FOR COLUMNS G, H, I &amp; J, OCCUPANT &amp; INJURY NUMBERS

OCCUPANT NUMBER	INJURY NUMBER	CONTACT
(00)	(00)	NO CONTACT
(##)	(00)	CONTACT, NO INJURY
(97)	(99)	CONTACT, OCCUPANT UNKNOWN, INJURY UNKNOWN
(99)	(00) OR (99)	UNKNOWN IF CONTACT



## INTRUSION IT-4

## CODES FOR COLUMN C, INTRUDING COMPONENT OR OBJECT

NOTE: DO NOT CODE OBJECTS OTHER THAN COMPONENTS OF CASE VEHICLE.

## INDIVIDUAL COMPONENT

## INTERNAL

- (01) INSTRUMENT PANEL
- (02) FIRE WALL
- (03) TOE PAN
- (04) FLOOR PAN
- (05) STEERING COLUMN
- (06) WINDSHIELD
- (07) WINDSHIELD HEADER
- (08) A-PILLAR
- (09) DOOR PANEL OR SIDE PANEL
- (10) WINDOW FRAME
- (11) B-PILLAR
- (12) C-PILLAR
- (13) D-PILLAR
- (14) ROOF SIDE RAILS
- (15) ROOF OR CONVERTIBLE TOP
- (16) BACKLIGHT HEADER
- (17) FRONT SEAT-BACK SURFACE/  
SEAT-BACK BACK SURFACE
- (18) SECOND SEAT-BACK SURFACE  
SEAT-BACK BACK SURFACE
- (19) THIRD SEAT-BACK SURFACE  
SEAT-BACK BACK SURFACE
- (20) FOURTH SEAT-BACK SURFACE  
SEAT-BACK BACK SURFACE
- (21) FIFTH SEAT-BACK SURFACE  
SEAT-BACK BACK SURFACE
- (22) BACK PANEL/BACK DOOR SURFACE
- (23) SEAT CUSHION SURFACE/EDGE
- (24) CONSOLE
- (25) OTHER (*DESCRIBE*)
- (26) UNKNOWN INTERNAL SURFACES
- (28) TRANSMISSION TUNNEL (HUMP)
- (29) SIDE FOOTWELL PANEL (KICKPANEL)
- (30) SILL

## EXTERNAL

- (43) HOOD
- (44) OBJECT EXTERNAL TO PASSENGER  
COMPARTMENT BUT PART  
OF CASE VEHICLE
- (45) OUTSIDE SURFACE OF CASE VEHICLE
- (46) OTHER (*E.G. SPARE TIRE,  
JACK. DESCRIBE.*)
- (49) UNKNOWN EXTERNAL OBJECT

## GROUPED FOR MASSIVE INTRUSION INTO AN OCCUPANT SPACE

USE ONLY IF ALL THESE COMPONENTS  
INTRUDED INTO A SINGLE OCCUPANT SPACE.

- |                        |                         |
|------------------------|-------------------------|
| (50) WINDSHIELD HEADER | (60) ROOF               |
| A-PILLAR               | ROOF RAIL               |
| ROOF SIDE RAIL         | A-PILLAR                |
|                        | B-PILLAR                |
| (51) INSTRUMENT PANEL  | C-PILLAR                |
| A-PILLAR               | WINDOW FRAME            |
| DOOR PANEL             | DOOR PANEL              |
|                        | FLOOR PAN               |
| (52) INSTRUMENT PANEL  | (61) INSTRUMENT PANEL   |
| A-PILLAR               | TOE PAN                 |
| WINDSHIELD HEADER      | WINDSHIELD HEADER       |
|                        | A-PILLAR                |
| (53) DOOR PANEL        | ROOF RAIL               |
| B-PILLAR               | WINDOW FRAME            |
| ROOF RAIL              | DOOR PANEL              |
|                        | ROOF                    |
| (54) DOOR PANEL        | (62) ROOF               |
| A-PILLAR               | ROOF RAIL               |
| ROOF RAIL              | C-PILLAR                |
|                        | WINDOW FRAME            |
| (55) INSTRUMENT PANEL  | FLOOR PAN               |
| FLOOR PAN              | SECOND SEAT             |
| A-PILLAR               | DOOR PANEL              |
| DOOR FRAME             |                         |
| (56) ROOF RAIL         | (63) ROOF RAIL          |
| A-PILLAR               | ROOF                    |
| B-PILLAR               | B-PILLAR                |
| WINDOW FRAME           | WINDOW FRAME            |
|                        | FLOOR PAN               |
| (57) ROOF RAIL         | DOOR PANEL              |
| A-PILLAR               | SECOND SEAT             |
| B-PILLAR               | FRONT SEAT              |
| C-PILLAR               |                         |
| DOOR PANEL             | (64) ROOF RAIL          |
|                        | ROOF OR CONVERTIBLE TOP |
| (58) ROOF              | A-PILLAR                |
| ROOF RAIL              | B-PILLAR                |
| WINDOW FRAME           | WINDOW FRAME            |
| DOOR PANEL             | WINDOW HEADER           |
| (59) BACKLIGHT HEADER  | (65) WINDSHIELD         |
| ROOF                   | WINDSHIELD HEADER       |
| C-PILLAR               | ROOF SIDE RAIL          |
| THIRD SEAT-BACK        |                         |
|                        | (66) WINDSHIELD         |
|                        | WINDSHIELD HEADER       |
|                        | A-PILLAR                |
|                        |                         |
|                        | (98) NOT APPLICABLE     |
|                        | (99) UNKNOWN            |

Duplicate columns 1-8  
from the previous card.

Module 1 T Format 0 1  
9 10 11 12

INTRUSION IT-5

WAS THERE OCCUPANT COMPARTMENT INTRUSION? 0

13

WAS INTRUSION CATASTROPHIC?     

14

- (0) NO DO NOT ANSWER NEXT QUESTION. SKIP PAGE.  
(1) YES ANSWER NEXT QUESTION.  
(9) UNKNOWN SKIP PAGE.

- (0) NO COMPLETE PAGE.  
(1) YES SKIP PAGE.

Duplicate columns 1-8  
from the previous card.

Module 1 T Format 0 2  
9 10 11 12

NOTE: Each line in the table below is a separate record (card). Duplicate columns 1 - 12 for each completed line.

**INTRUSIONS CODE INTRUSIONS IN THIS ORDER: LEFT TO RIGHT ON ROW; FRONT TO BACK IN VEHICLES.**  
CODES FOR B, F, G, H, I, J ON PAGE IT-3  
CODES FOR C ON PAGE IT-4

OCCUPANT CONTACT AND INJURY

A	B	C	D	E	F	G	H	I	J	K
INTRUSION NUMBER	OCC. SPACE NO.	INTRUDING COMPONENT OR OBJECT	ASSOC. EVENT NO.	MAXIMUM INTRUSION X AXIS (cm)	MAXIMUM INTRUSION Y AXIS (cm)	MAXIMUM INTRUSION Z AXIS (cm)	OCCUPANT NUMBER	INJURY NUMBER	OCCUPANT NUMBER	INJURY NUMBER
13-14	15-16	17-18	19	20-21	22-23	24-25	26-27	28-29	30-31	32-33
<u>0</u> <u>1</u>	— —	— —	—	— —	— —	— —	— —	— —	— —	— —
<u>0</u> <u>2</u>	— —	— —	—	— —	— —	— —	— —	— —	— —	— —
<u>0</u> <u>3</u>	— —	— —	—	— —	— —	— —	— —	— —	— —	— —
<u>0</u> <u>4</u>	— —	— —	—	— —	— —	— —	— —	— —	— —	— —
<u>0</u> <u>5</u>	— —	— —	—	— —	— —	— —	— —	— —	— —	— —
<u>0</u> <u>6</u>	— —	— —	—	— —	— —	— —	— —	— —	— —	— —
<u>0</u> <u>7</u>	— —	— —	—	— —	— —	— —	— —	— —	— —	— —

NOTE: USE ADDITIONAL PAGE IF MORE THAN 7 INTRUSIONS.

Duplicate columns 1-8  
from the previous card.

Module 1 T Format 0 3  
9 10 11 12

NOTE: IF NO SIDE DOOR INTRUSION,  
SKIP REMAINDER OF PAGE.

**SIDE DOOR INTRUSION  
RESULTED FROM**

INTRUSION  
NUMBER CAUSE

CODES  
FOR CAUSE:

- |    |    |             |
|----|----|-------------|
| 13 | 15 | (1) DIRECT  |
|    |    | IMPACT      |
| 16 | 18 | (2) INDUCED |
|    |    | DAMAGE      |
| 19 | 21 | (9) UNKNOWN |

**IF DAMAGE TO DOOR COMPONENT RESULTED IN INCREASED  
DOOR INTRUSION, CODE COMPONENT**

INTRUSION  
NUMBER

DAMAGED  
COMPONENT 1

DAMAGED  
COMPONENT 2

CODES  
FOR COMPONENTS

A            
22 23

—

25

B            
26 27

—

29

C            
30 31

—

33

D            
34 35

—

37

- (0) NONE  
(1) A-PILLAR  
(2) B-PILLAR  
(3) C-PILLAR  
(4) LATCH/STRIKER  
(5) HINGES  
(7) OTHER:       
(8) NOT APPLICABLE  
(9) UNKNOWN

Duplicate columns 1-8 from the previous card. Module 1 T Format 0 2  
9 10 11 12

INTRUSION IT-6

NOTE: Each line in the table below is a separate record (card).  
Duplicate columns 1 - 12 for each completed line.

-- ADDITIONAL PAGE --

**INTRUSIONS** CODE INTRUSIONS IN THIS ORDER: LEFT TO RIGHT ON ROW; FRONT TO BACK IN VEHICLES.  
CODES FOR B, F, G, H, I, J ON PAGE IT-3  
CODES FOR C ON PAGE IT-4

OCCUPANT CONTACT AND INJURY

A	B	C	D	E	F	G	H	I	J	K
INTRUSION NUMBER	OCC. SPACE NO.	INTRUDING COMPONENT OR OBJECT	ASSOC. EVENT NO.	MAXIMUM INTRUSION X AXIS (cm)	MAXIMUM INTRUSION Y AXIS (cm)	MAXIMUM INTRUSION Z AXIS (cm)	OCCUPANT NUMBER	INJURY NUMBER	OCCUPANT NUMBER	INJURY NUMBER
13-14	15-16	17-18	19	20-21	22-23	24-25	26-27	28-29	30-31	32-33
<u>0 8</u>	— —	— —	—	— —	— —	— —	— —	— —	— —	— —
<u>0 9</u>	— —	— —	—	— —	— —	— —	— —	— —	— —	— —
<u>1 0</u>	— —	— —	—	— —	— —	— —	— —	— —	— —	— —
<u>1 1</u>	— —	— —	—	— —	— —	— —	— —	— —	— —	— —
<u>1 2</u>	— —	— —	—	— —	— —	— —	— —	— —	— —	— —
<u>1 3</u>	— —	— —	—	— —	— —	— —	— —	— —	— —	— —
<u>1 4</u>	— —	— —	—	— —	— —	— —	— —	— —	— —	— —
<u>1 5</u>	— —	— —	—	— —	— —	— —	— —	— —	— —	— —
<u>1 6</u>	— —	— —	—	— —	— —	— —	— —	— —	— —	— —
<u>1 7</u>	— —	— —	—	— —	— —	— —	— —	— —	— —	— —
<u>1 8</u>	— —	— —	—	— —	— —	— —	— —	— —	— —	— —
<u>1 9</u>	— —	— —	—	— —	— —	— —	— —	— —	— —	— —
<u>2 0</u>	— —	— —	—	— —	— —	— —	— —	— —	— —	— —
<u>2 1</u>	— —	— —	—	— —	— —	— —	— —	— —	— —	— —
<u>2 2</u>	— —	— —	—	— —	— —	— —	— —	— —	— —	— —
<u>2 3</u>	— —	— —	—	— —	— —	— —	— —	— —	— —	— —
<u>2 4</u>	— —	— —	—	— —	— —	— —	— —	— —	— —	— —
<u>2 5</u>	— —	— —	—	— —	— —	— —	— —	— —	— —	— —

(4) YES, and OCCUPANT CONTACT  
(8) NOT APPLICABLE  
(9) UNKNOWN

39

Duplicate columns 1-8 from the previous card.		Module <u>S</u> <u>T</u> 9 10		Format <u>0</u> <u>2</u> 11 12		SEATS		ST-1	
<b>FRONT SEAT</b>		<b>DRIVER</b>		<b>PASSENGER</b>		<b>FRONT SEAT-BACK</b>		<b>DRIVER PASSENGER</b>	
<b>TYPE OF FRONT SEAT</b> (00) NO SEAT (01) STANDARD BENCH (02) SPLIT BACK, 50-50 (03) SPLIT BACK, DRIVER WIDE (04) SPLIT BACK, PASS. WIDE (05) BUCKET (06) CAPTAIN'S CHAIR (07) INDIV. BENCH, 50-50 (08) INDIV. BENCH, DRIVER WIDE (09) INDIV. BENCH, PASS. WIDE (97) OTHER: _____ (99) UNKNOWN		<u>05</u> 13 14		<u>05</u> 15 16		<b>SEAT-BACK TYPE</b> (1) FORWARD FOLDING (2) RIGID (3) RECLINING (7) OTHER: _____ (8) NOT APPLICABLE (9) UNKNOWN		<u>3</u> 30 31	
<b>TYPE OF SEAT MOUNT</b> (1) STANDARD (2) PEDESTAL (7) OTHER: _____ (8) NOT APPLICABLE (9) UNKNOWN		<u>2</u> 17		<u>2</u> 18		<b>SEAT-BACK LOCK TYPE</b> (0) NONE (1) MANUAL (2) INERTIA (3) POWER (7) OTHER: _____ (8) NOT APPLICABLE (9) UNKNOWN		<u>1</u> 32 33	
<b>SWIVEL MECHANISM EQUIPPED</b> (0) NO (1) YES (8) NOT APPLICABLE (9) UNKNOWN		<u>0</u> 19		<u>0</u> 20		<b>LOCKS HELD</b> (0) NO (1) YES (8) NOT APPLICABLE (9) UNKNOWN		<u>1</u> 34 35	
<b>ORIGINAL EQUIPMENT SEATS</b> (0) NO (1) YES (8) NOT APPLICABLE (9) UNKNOWN		<u>1</u> 21		<u>1</u> 22		<b>RECLINER MECHANISM HELD</b> (0) NO (1) YES (8) NOT APPLICABLE (9) UNKNOWN		<u>1</u> 36 37	
<b>CONTACT OF SEAT BY REAR OCCUPANT</b> (0) NO (1) YES (8) NOT APPLICABLE (9) UNKNOWN		<u>8</u> 23		<u>8</u> 24					
<b>FRONT SEAT DAMAGE</b> (0) NONE (1) BACKREST ONLY DAMAGED (2) CUSHION ONLY DAMAGED (3) BACKREST & CUSHION DAMAGED (8) NOT APPLICABLE (9) UNKNOWN		<u>0</u> 25		<u>0</u> 26		<b>HEAD RESTRAINT</b> <b>HEAD RESTRAINT TYPE</b> (0) NONE (1) ADJUSTABLE (2) INTEGRAL (3) NOT INTEGRAL, BUT CANNOT BE REMOVED (7) OTHER: _____ (8) NOT APPLICABLE (9) UNKNOWN		<u>1</u> 38 39	
<b>CENTER ARMREST DAMAGED</b> (0) NO (1) YES (7) EQUIPPED, DAMAGE UNKNOWN (8) NOT APPLICABLE (NO CENTER ARMREST) (9) UNKNOWN IF EQUIPPED		<u>1</u> 27				<b>REMOVED PRE-CRASH</b> (0) NO (1) YES (8) NOT APPLICABLE (9) UNKNOWN		<u>0</u> 40 41	
<b>FRONT SEAT ROTATION</b> (0) NONE APPARENT (1) FORWARD APPARENT (2) REARWARD APPARENT (3) LEFT APPARENT (4) RIGHT APPARENT (5) MULTIPLE ROTATIONS SPECIFY _____ (8) NOT APPLICABLE (9) UNKNOWN		<u>0</u> 28		<u>0</u> 29		<b>ADJUSTMENT AT CRASH</b> (1) UP (2) DOWN (8) NOT APPLICABLE (9) UNKNOWN		<u>2</u> 42 43	
						<b>HEAD RESTRAINT DAMAGE</b> (0) NONE (4) DAMAGED BUT NOT SEPARATED (2) SEPARATED (8) NOT APPLICABLE (9) UNKNOWN		<u>0</u> 44 45	

SEATS <b>ST-2</b>						
<b>FRONT SEAT ADJUSTMENT</b> <b>SEAT ADJUSTMENT TYPE</b> (0) NONE (RIGID) (1) MANUAL (2) POWER (7) OTHER: _____ (8) NOT APPLICABLE (NO SEAT) (9) UNKNOWN  <b>ADJUSTMENT PROVIDED</b> (1) 2-WAY (2) 4-WAY (3) 6-WAY (7) OTHER: _____ (8) NOT APPLICABLE (9) UNKNOWN  <b>SEAT ADJUSTER DAMAGE</b> (0) NONE (1) CHUCKING (FREE PLAY) (2) DEFORMED (RELEASED/JAMMED) (3) SEPARATED (7) OTHER: _____ (8) NOT APPLICABLE (9) UNKNOWN  <b>SEAT ADJUSTER SEPARATION</b> (0) NONE (1) SEPARATED AT FLOOR (2) SEPARATION OF ADJUSTER (3) SEPARATED AT SEAT (8) NOT APPLICABLE (9) UNKNOWN  <b>PRE-CRASH POSITION</b> (1) FORWARD (2) MIDDLE (3) REARWARD (8) NOT APPLICABLE (9) UNKNOWN	DRIVER	PASSENGER	<b>SECOND SEAT (CONT.)</b>  <b>CENTER ARMREST DAMAGED</b> (0) NO (1) YES (7) EQUIPPED, DAMAGE UNKNOWN (8) NOT APPLICABLE (NO CENTER ARMREST) (9) UNKNOWN IF EQUIPPED			
			<b>SECOND SEAT-BACK</b>  <b>LOCKS</b>  <b>FOR THE FOLLOWING, USE:</b> (0) NO (1) YES (8) NOT APPLICABLE (9) UNKNOWN		LEFT	RIGHT
			<b>LEFT OR CENTER, EQUIPPED</b> (0) 61		0 62	
			<b>LEFT OR CENTER, HELD</b> (3) SEAT FOLDED DOWN		8 63	
			<b>RIGHT, EQUIPPED</b> (0) 65		1 66	
			<b>RIGHT, HELD</b> (3) SEAT FOLDED DOWN		8 67	
			<b>THIRD SEAT</b>  <b>EQUIPPED</b> (1) 69		1 70	
			<b>BACKREST DAMAGED</b> (0) 71		0 72	
			<b>CUSHION DAMAGED</b> (0) 73		0 74	
<b>SECOND SEAT</b> <b>TYPE OF SECOND SEAT</b> (0) NONE (1) NON-FOLDING (2) FOLDING (3) CAPTAIN'S CHAIR (4) JUMP SEAT (5) INTEGRAL CHILD SEAT (6) LUGGAGE AREA ACCESS PANEL (9) UNKNOWN  <b>SECOND SEAT DAMAGE</b> (0) NONE (1) BACKREST ONLY (DAMAGED OR LOOSENED) (2) CUSHION ONLY (DAMAGED OR LOOSENED) (3) BACKREST & CUSHION (DAMAGED OR LOOSENED) (4) INTEGRAL CHILD SEAT (PRIORITY CODE) (5) LUGGAGE AREA ACCESS PANEL (DAMAGED OR LOOSENED) (8) NOT APPLICABLE (9) UNKNOWN	LEFT	RIGHT	<b>VEHICLE EQUIPPED WITH REAR HEAD RESTRAINTS</b>  (0) NOT EQUIPPED (OR REMOVED) (1) EQUIPPED (2) EQUIPPED & DAMAGED (8) NOT APPLICABLE (NO REAR SEAT) (9) UNKNOWN  <i>Applies to any rear-seat position</i>			

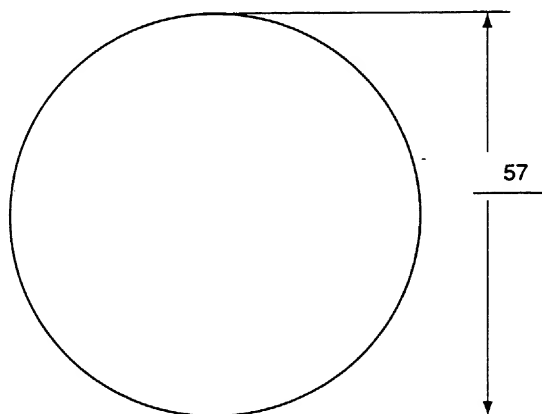
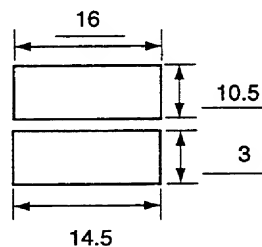


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Module A B Format 0 1  
9 10 11 12

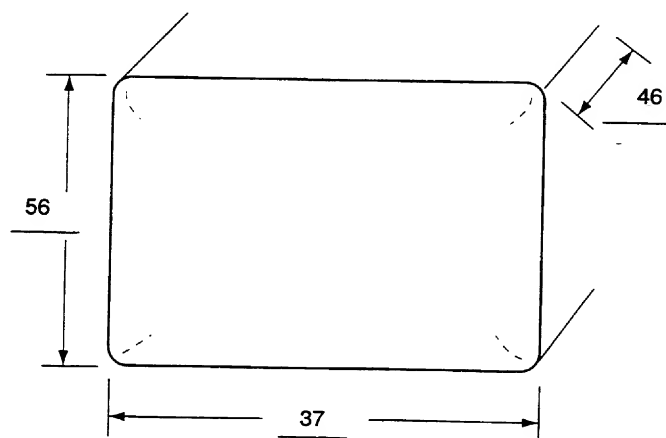
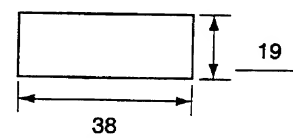
AIRBAG AB-1

<p>DRIVER SIDE</p> <p>LOCATION OF AIRBAG</p> <p>STEERING WHEEL</p> <p>EQUIPPED</p> <p>(0) NO (1) YES (4) PRIOR DEPLOYMENT NOT REINSTALLED (9) UNKNOWN IF AIRBAG EQUIPPED</p> <p>DEPLOYED</p> <p>(0) NO (1) YES (2) PARTIAL/IMPROPER DEPLOYMENT (8) NOT APPLICABLE (NO AIRBAG) (9) UNKNOWN</p>	<p><u>1</u> 13</p> <p><u>1</u> 14</p>	<p>PASSENGER SIDE</p> <p>LOCATION OF AIRBAG</p> <p>INSTRUMENT PANEL (GLOVE BOX)</p> <p>EQUIPPED</p> <p>(0) NO (1) YES (4) PRIOR DEPLOYMENT NOT REINSTALLED (9) UNKNOWN IF AIRBAG EQUIPPED</p> <p>DEPLOYED</p> <p>(0) NO (1) YES (2) PARTIAL/IMPROPER DEPLOYMENT (8) NOT APPLICABLE (NO AIRBAG) (9) UNKNOWN</p>	<p><u>1</u> 16</p> <p><u>1</u> 17</p>
<p>CONDITION OF AIRBAG</p> <p>STEERING WHEEL</p> <p>(0) NO DAMAGE (2) SPLIT OR TORN (3) CUT DURING CRASH (4) BURNED/MELTED (5) CUT POST CRASH (6) OTHER _____ (7) DAMAGED, CONDITION UNKNOWN (8) NOT APPLICABLE (NOT EQUIPPED/NOT DEPLOYED) (9) UNKNOWN IF EQUIPPED OR CONDITION</p>	<p><u>0</u> 15</p>	<p>CONDITION OF AIRBAG</p> <p>INSTRUMENT PANEL (GLOVE BOX)</p> <p>(0) NO DAMAGE (2) SPLIT OR TORN (3) CUT DURING CRASH (4) BURNED/MELTED (5) CUT POST CRASH (6) OTHER _____ (7) DAMAGED, CONDITION UNKNOWN (8) NOT APPLICABLE (NOT EQUIPPED/NOT DEPLOYED) (9) UNKNOWN IF EQUIPPED OR CONDITION</p>	<p><u>0</u> 18</p>
<p>DRIVER SIDE</p> <p>AIRBAG</p> <p>STEERING WHEEL</p> <p>TETHER</p> <p>(0) NO (1) YES (6) OTHER _____ (7) UNKNOWN IF TETHERED (8) NOT APPLICABLE (NO AIRBAG) (9) UNKNOWN IF AIRBAG EQUIPPED</p> <p>MARKED BY CONTACT</p> <p>(0) NO (1) YES (8) NOT APPLICABLE (NO AIRBAG) (9) UNKNOWN</p>	<p><u>1</u> 19</p> <p><u>0</u> 20</p>	<p>PASSENGER SIDE</p> <p>AIRBAG</p> <p>INSTRUMENT PANEL (GLOVE BOX)</p> <p>TETHER</p> <p>(0) NO (1) YES (6) OTHER _____ (7) UNKNOWN IF TETHERED (8) NOT APPLICABLE (NO AIRBAG) (9) UNKNOWN IF AIRBAG EQUIPPED</p> <p>MARKED BY CONTACT</p> <p>(0) NO (1) YES (8) NOT APPLICABLE (NO AIRBAG) (9) UNKNOWN</p>	<p><u>1</u> 21</p> <p><u>0</u> 22</p>

**AIRBAG AB-2****AIRBAG NUMBER ON DRIVER SIDE:****Driver Airbag****Driver Airbag Door****H-Pattern**

Vents: ☒ Y ☐ N  
 if yes, how many: 2  
 at 11 and 1 o'clock

Tethers: ☒ Y ☐ N  
 if yes, how many: 2

**AIRBAG NUMBER ON PASSENGER SIDE:****Passenger Airbag****Passenger Airbag Door****Single Door**

Vents: ☒ Y ☐ N  
 if yes, how many: 1  
 at 3 o'clock

Tethers: ☒ Y ☐ N  
 if yes, how many: 2

NOTE TO THE INVESTIGATOR:

THE FOLLOWING TWO SECTIONS,  
OCCUPANT INFORMATION AND INJURY CLASSIFICATION,  
ARE TO BE FILLED IN  
FOR EACH CASE VEHICLE OCCUPANT,  
WHETHER INJURED OR NOT.

IF THERE IS MORE THAN ONE OCCUPANT,  
USE ADDITIONAL COPIES  
OF PAGES OC-1, OC-2, OC-3,  
AND IC-2 TO DESCRIBE THEM  
AND ATTACH THE COPIES TO THIS REPORT.

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from the previous card.

Module 0 C Format 0 2  
9 10 11 12

## OCCUPANT INFORMATION OC-1

<b>OCCUPANT IDENTIFICATION</b>  OCCUPANT NUMBER <u>01</u> <small>13 14</small>  ROLE OF OCCUPANT AT 1ST IMPACT (1) MOTOR VEHICLE DRIVER (2) MOTOR VEHICLE PASSENGER (NOT DRIVER) (9) UNKNOWN <u>1</u> <small>15</small>		<b>PHYSICAL DESCRIPTION</b>  AGE IN YEARS (00) LESS THAN 1 YEAR (98) 98 YEARS OR OLDER (99) UNKNOWN <u>41</u> <small>20 21</small>  AGE IN MONTHS (00) LESS THAN 1 MONTH (25) 25 MONTHS OR OLDER (99) UNKNOWN <u>25</u> <small>22 23</small>  MASS (kg) (999) UNKNOWN <u>(190 lb)</u> <u>086</u> <small>24 25 26</small>  HEIGHT (cm) (999) UNKNOWN <u>(5ft, 8in)</u> <u>173</u> <small>27 28 29</small>  SEX (1) MALE (2) FEMALE (9) UNKNOWN <u>1</u> <small>30</small>	
<b>OCCUPANT POSITION</b>  ROW LOCATION (1) FRONT (2) SECOND (3) THIRD (4) FOURTH (7) OTHER: _____ (8) EXTERNAL TO PASSENGER COMPARTMENT (E.G. BED OF PICKUP) (9) UNKNOWN <u>1</u> <small>16</small>  LATERAL LOCATION (1) LEFT (2) LEFT CENTER (3) CENTER (4) RIGHT CENTER (5) RIGHT (6) ALL (LYING ON SEAT) (8) EXTERNAL TO PASSENGER COMPARTMENT (9) UNKNOWN <u>1</u> <small>17</small>  POSTURE (10) SITTING ON SEAT (11) SITTING ON SEAT IN ABNORMAL POSITION (E.G. FEET ON DASH, SIDEWAYS) (12) SITTING ON CONSOLE (20) ON LAP OR IN ARMS (30) STANDING ON SEAT (40) STANDING ON FLOOR (47) STANDING, EXTERNAL TO PASSENGER COMPARTMENT (50) IN BASSINET (60) IN CHILD SEAT (65) IN CHILD HARNESS (70) LYING ON SEAT (80) LYING/SITTING ON PASSENGER FLOOR (83) LYING/SITTING ON OTHER OBJECT IN PASSENGER COMPARTMENT: _____ (85) ON CARGO FLOOR/FOLDED SEAT-BACK (87) LYING/SITTING, EXTERNAL TO PASSENGER COMPARTMENT (97) OTHER: _____ (99) UNKNOWN <u>10</u> <small>18 19</small>		<b>MEDICAL CONDITIONS</b>  TREATMENT/MORTALITY (00) NONE (01) FIRST AID AT SCENE (02) TREATED AT HOSPITAL/CLINIC BUT NOT ADMITTED (03) HOSPITALIZED FOR OBSERVATION LESS THAN 24 HOURS (04) HOSPITALIZED OVER 24 HOURS OR FOR SIGNIFICANT TREATMENT (05) FATAL, DEAD AT SCENE (06) FATAL, DOA (07) FATAL, DEAD WITHIN 24 HOURS (08) FATAL, DEAD 24 HOURS TO 31 DAYS LATER (09) FATAL, DEAD 31 DAYS TO 1 YEAR LATER (10) FATAL DEAD WITHIN UNKNOWN PERIOD (99) UNKNOWN <u>01</u> <small>31 32</small>  INJURY SEVERITY SCORE (ISS) (99) UNKNOWN <u>01</u> <small>33 34</small>  NON-IMPACT MED. CONDITIONS (0) NONE (1) YES, TIME & TYPE UNKNOWN (2) PRE-CRASH FATAL (CLINICAL DEATH AT WHEEL) (3) PRE-CRASH NON-FATAL (E.G. PRIOR INJURY, STROKE) (4) PREGNANT (5) POST-CRASH FATAL (DROWNING) (6) POST-CRASH NON-FATAL INJURY (7) OTHER: _____ (8) COMBINATION OF ABOVE (CIRCLE EACH) (9) UNKNOWN <u>0</u> <small>35</small>	

## OCCUPANT INFORMATION OC-2

OCCUPANT INFORMATION OC-2			
MEDICAL CONDITIONS (CONT.)	2 36	CHILD SEAT TYPE	88 41 42
POLICE INJURY SEVERITY CODE FOR THIS OCCUPANT		(00) NONE USED (01) YES, USED (02) INTEGRAL, Chrysler Mini-van (88) NOT APPLICABLE (ADULT OR OLDER CHILD) (99) UNKNOWN	
(0) O - NO INJURY (1) C - POSSIBLE INJURY (2) B - NON-INCAPACITATING (3) A - INCAPACITATING INJURY (4) K - FATAL (5) INJURED, SEVERITY UNKNOWN (6) DIED PRIOR TO IMPACT (7) NON-FATAL INJURY, SEVERITY UNKNOWN (9) UNKNOWN		_____ _____ _____	
RESTRAINT SYSTEM	3 37	EJECTION	0 43
ACTIVE RESTRAINT SYSTEM		DEGREE OF EJECTION	
(0) NONE (1) LAP BELT (2) SHOULDER HARNESS ONLY (3) BOTH LAP BELT & SHOULDER HARNESS (9) UNKNOWN		(0) NONE (1) PARTIAL (2) COMPLETE (7) EJECTED, DEGREE UNKNOWN (9) UNKNOWN IF EJECTED	
ACTIVE RESTRAINT SYSTEM USAGE	0 38	AREA OF EJECTION	98 44 45
(0) NONE (AVAILABLE BUT NOT USED) (1) LAP BELT ONLY (2) SHOULDER HARNESS ONLY (3) BOTH LAP BELT & SHOULDER HARNESS (7) IMPROPER USAGE (8) NOT APPLICABLE (NONE AVAILABLE) (9) UNKNOWN		(01) WINDOW, LEFT SIDE (02) WINDOW, RIGHT SIDE (03) WINDOW, REAR (04) DOOR, LEFT SIDE (05) DOOR, RIGHT SIDE (06) DOOR, REAR OR TAILGATE (07) WINDSHIELD (08) ROOF OR OPEN CONVERTIBLE OR FROM EXTERNAL AREA (96) EJECTED AREA UNKNOWN (97) OTHER AREA: _____ (98) NOT APPLICABLE (NOT EJECTED) (99) UNKNOWN IF EJECTED	
PASSIVE RESTRAINT SYSTEM	1 39	IF OCCUPANT WAS EJECTED, DESCRIBE IN DETAIL BELOW:	
(0) NONE (1) AIRBAG INSTALLED (2) PASSIVE UPPER TORSO WITH KNEE BOLSTERS (3) PASSIVE UPPER TORSO WITHOUT KNEE BOLSTERS (4) PASSIVE LAP & UPPER TORSO (5) AIRBAG INSTALLED & PASSIVE RESTRAINT (7) OTHER: _____ (9) UNKNOWN		_____ _____ _____ _____	
PASSIVE RESTRAINT SYSTEM USAGE	2 40	HEAD RESTRAINT	1 46
(0) SYSTEM DEFEATED (1) AIRBAG NOT DEPLOYED (2) AIRBAG DEPLOYED (3) AIRBAG NOT REINSTALLED (4) PASSIVE UPPER TORSO USED (5) PASSIVE LAP & UPPER TORSO USED (6) SYSTEM USED IN MANUAL MODE (7) IMPROPER USAGE (8) NOT APPLICABLE (NOT ORIGINALLY EQUIPPED) (9) UNKNOWN		HEAD RESTRAINT AVAILABLE FOR THIS POSITION	
		(0) NOT EQUIPPED OR REMOVED (1) EQUIPPED (9) UNKNOWN	

## OCCUPANT INFORMATION OC-3

## OCCUPANT EYEWEAR

- (0) NONE
- (1) GLASSES
- (2) CONTACTS
- (3) BOTH GLASSES AND CONTACTS
- (4) OTHER \_\_\_\_\_
- (8) NOT APPLICABLE
- (9) UNKNOWN

0  
47

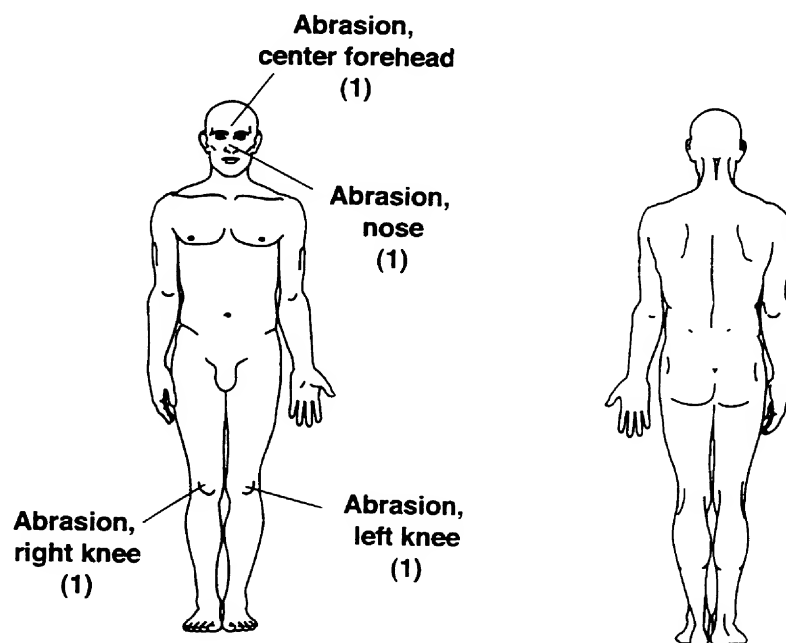
## SOURCE OF INFORMATION

- (0) INTERVIEW
- (1) HOSPITAL
- (2) AUTOPSY
- (3) POLICE
- (4) OTHER \_\_\_\_\_
- (5) LAY CORONER/EXTERNAL EXAM
- (7) COMBINATION OF ABOVE (CIRCLE)
- (8) NOT APPLICABLE
- (9) UNKNOWN

0  
48

## OCCUPANT INFORMATION OC-4

INDICATE LOCATION OF INJURIES.







## INJURY CLASSIFICATION IC-2

## CODES FOR AREAS OF POSSIBLE OCCUPANT CONTACT

## FRONT OF PASSENGER COMPARTMENT

- (10) SUNVISOR, FITTING(S) &/OR TOP MOLDING
- (12) WINDSHIELD
- (05) INSTRUMENT PANEL (*SPECIFIC AREA UNKNOWN*)
- (54) UPPER INSTRUMENT PANEL (X)
- (55) MIDDLE INSTRUMENT PANEL (Y)
- (56) LOWER INSTRUMENT PANEL (Z)
- (81) ASH TRAY (*INSTRUMENT PANEL*)
- (02) GLOVE COMPARTMENT AREA
- (47) AIRBAG (ACRS) COMPARTMENT DOOR/COVER
- (57) BENEATH INSTRUMENT PANEL
- (53) PARCEL TRAY
- (48) KNEE RESTRAINT
- (86) VERTICAL CONSOLE
- (28) FOOT CONTROLS (*INCL. PARKING BRAKE PEDAL*)
- (09) STEERING ASSEMBLY (*SPECIFIC AREA UNKNOWN*)
- (85) STEERING WHEEL
- (66) STEERING WHEEL COLUMN
- (59) TRANSMISSION LEVER ON COLUMN
- (03) HARDWARE ITEM (*SPECIFIC AREA UNKNOWN*)
- (82) INSTRUMENT(S)
- (83) CONTROL KNOB(S) & LEVER(S) (*FRONT*)
- (84) PARKING BRAKE HANDLE IN FRONT
- (67) IGNITION KEY
- (06) MIRROR
- (04) HEATER OR AIR CONDITIONING DUCTS
- (01) AIR CONDITIONING OR VENTILATION OUTLET(S)
- (08) RADIO (*BUILT IN*)
- (58) ADD-ON TAPE DECK, RADIO, A/C
- (68) ROOF MOUNTED CONTROLS/CONSOLES

## REAR

- (88) SURFACE OF REAR INTERIOR
- (23) REAR WINDOW
- (39) REAR WINDOW HEADER
- (50) REAR SEAT CUSHION & BACK

## INTERIOR-GENERAL

- (11) TRANSMISSION SELECTION LEVER (*LOCATION UNK.*)
- (59) TRANSMISSION LEVER ON STEERING COLUMN
- (44) TRANSMISSION LEVER ON FLOOR OR CONSOLE
- (07) PARKING BRAKE HANDLE (*LOCATION UNKNOWN*)
- (84) PARKING BRAKE HANDLE IN FRONT
- (85) PARKING BRAKE HANDLE ON FLOOR OR CONSOLE
- (28) FOOT CONTROLS (*INCL. PARKING BRAKE PEDAL*)
- (29) FRONT SEAT-BACK(S)
- (51) FRONT SEAT CUSHION
- (50) REAR SEAT CUSHION & BACK
- (49) ARMREST ON SEAT
- (89) UNDER SEAT BOTTOM
- (33) RESTRAINT SYSTEM HARDWARE
- (34) RESTRAINT SYSTEM WEBBING
- (87) AIR CUSHION SKIN (*AIRBAG*)
- (47) AIRBAG (ACRS) COMPARTMENT DOOR/COVER
- (46) AIRBAG GAS
- (48) KNEE RESTRAINT
- (30) HEAD RESTRAINT
- (42) CHILD SEAT RESTRAINTS
- (43) CHILD SEAT
- (31) INTERIOR LOOSE OBJECT
- (32) OTHER OCCUPANT(S)
- (52) INTERNAL FLYING GLASS (*FROM ANY SOURCE*)
- (41) UNKNOWN INTERIOR SURFACE

## SIDES

- (20) SURFACE OF SIDE INTERIOR
- (19) HARDWARE ON SIDE OR DOOR
- (13) ARMREST ON SIDE OR DOOR
- (24) COAT HOOK
- (22) WINDOW GLASS (*SIDE*)
- (21) WINDOW FRAMES (*SIDE*)
- (26) ROOF SIDE RAIL
- (14) A-PILLAR
- (15) B-PILLAR
- (16) C-PILLAR
- (17) D-PILLAR

## FLOOR

- (40) FLOOR
- (27) CONSOLE ON FLOOR OR BETWEEN SEATS
- (44) TRANSMISSION LEVER ON FLOOR OR CONSOLE
- (85) PARKING BRAKE HANDLE ON FLOOR OR CONSOLE
- (28) FOOT CONTROLS (*INCL. PARKING BRAKE PEDAL*)
- (91) KICKPANEL

## ROOF

- (25) ROOF OR CONVERTIBLE TOP
- (10) SUNVISOR, FITTING(S) &/OR TOP MOLDING
- (26) ROOF SIDE RAIL
- (24) COAT HOOK
- (18) DOME LIGHT
- (39) BACKLIGHT HEADER
- (68) ROOF MOUNTED CONTROLS/CONSOLE
- (69) ROLL BAR

## EXTERIOR SURFACE OF CASE VEHICLE

- (37) OUTSIDE SURFACE OF CASE VEHICLE (*SPECIFIC AREA UNKNOWN*)
- (35) HOOD OF CASE VEHICLE
- (60) EXTERIOR OF CASE VEHICLE (E.G. *OUTSIDE MIRRORS, ANTENNA, TRIM*)
- (62) EXTERIOR SIDE ROOF RAIL OF CASE VEHICLE
- (63) TRUNK LID OF CASE VEHICLE
- (64) TIRES OF CASE VEHICLE

## BEYOND CASE VEHICLE BOUNDARY

- (36) AREA EXTERIOR TO CAR (*SPECIFIC AREA UNK.*)
- (70) HOOD OF OTHER VEHICLE
- (71) OTHER VEHICLE EXTERIOR HARDWARE (E.G. *OUTSIDE MIRRORS, ANTENNA, TRIM*)
- (73) EXTERIOR SIDE ROOF RAIL OF OTHER VEHICLE
- (74) HEADLIGHT OR FRONT GRILL OF OTHER VEH.
- (75) TRUNK OF OTHER VEHICLE
- (76) OUTSIDE SURFACE OF OTHER VEHICLE
- (77) TIRES OF OTHER VEHICLE
- (78) GROUND
- (79) WATER
- (80) EXTERIOR OBJECT (*NOT VEHICLE, GROUND, OR WATER. PLEASE DESCRIBE.*)

## PENETRATING OBJECTS

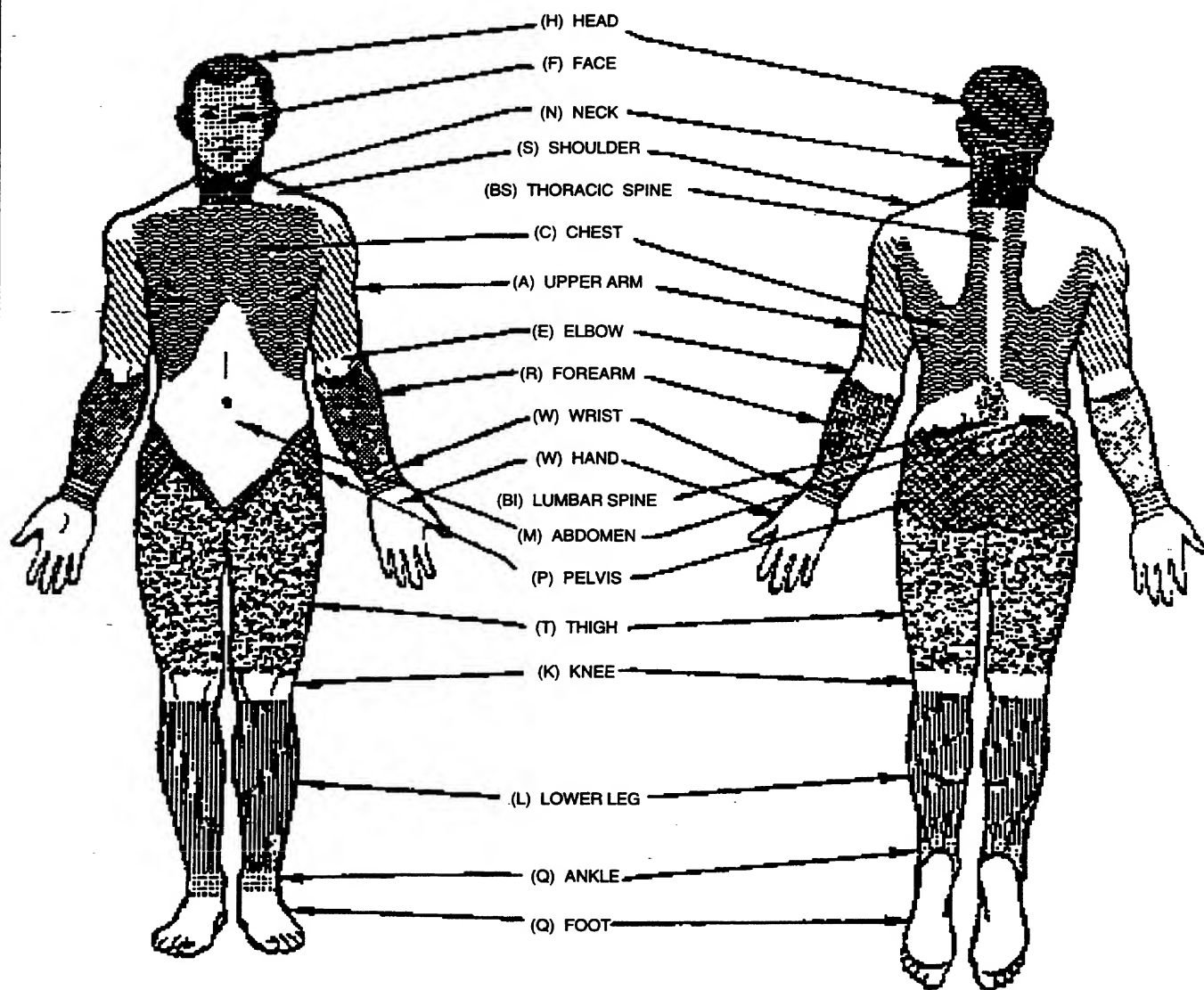
- (61) OTHER VEHICLE
- (72) OBJECTS (*DESCRIBE*)

## MISCELLANEOUS

- (00) NO CONTACT (*INVALID FIELD FORM CODE*)
- (38) OTHER (E.G. *FIRE. DESCRIBE*)
- (90) SPARE TIRE
- (96) INDUCED
- (97) EJECTED, UNKNOWN CONTACT
- (98) IMPACT FORCE, "WHIPLASH", HYPEREXTENSION/COMPRESSION
- (99) UNKNOWN AREA OF CONTACT

## INJURY CLASSIFICATION IC-3

THE FIGURE BELOW  
IS AN EXPLANATION OF THE BODY REGION CODES  
LISTED ON PAGE IC - 4.



## 1 BODY REGION

- ### 3 LESION

- #### 4 SYSTEM/ORGAN

- ## 2 ASPECT

- | SEVERITY | SYSTEM | ORGAN | LESION | ASPECT | BODY REGION |
|----------|--------|-------|--------|--------|-------------|
| 1        |        |       |        |        |             |

- 5 SEVERITY**  
(OR "AIS", ABBREVIATED  
INJURY SCALE)

- (0) NONE  
(1) MINOR  
(2) MODERATE  
(3) SERIOUS  
(4) SEVERE  
(5) CRITICAL  
(6) MAXIMUM  
(9) UNKNOWN

Quest No: 2014-00  
Case No: A1 1999 Mercury  
Type: Kidnaper 4 door wagon  
D no: A2 post-9/11 model  
Loc: B1 1994 Ford Mustang GT 4 door coupe  
A P: C 1999 Volvo

1 gnd/grnd ans: Daylight  
Area No: C000  
Area Location: Dry  
W 1.50/1994 No 1000 1999/04

Vehicle (post-9/11 model)



Vehicle (pre-9/11 model)

PN20100#1



**PN20100 #2**  
**Best Available**



PN20100 #3  
Best Available



**PN20100 #4**  
**Best Available**



**PN20100 #5**  
**Best Available**





PN20100 #6



**PN20100#7**  
**Best Available**



**PN20100 #8**  
**Best Available**



**PN20100#9**  
**Best Available**



**PN20100#10**  
**Best Available**



PN20100#11



PN20100#12



PN20100#13





**PN20100 #14**  
**Best Available**



**PN20100#15**  
**Best Available**



**PN20100#16**  
**Best Available**



**PN20100#17**  
**Best Available**



PN20100#18



**PN20100#19**  
**Best Available**



PN20100#20



PN20100#21





PN20100#22



PN20100 #23



**PN20100 #24**



PN 20100 #25



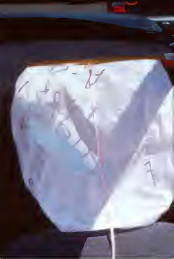
**PN20100 #26**



**PN20100 #27**



PN 2010 0 #28  
Best Available



PN 20100 #29

Best Available





PN 20100 #30  
Best Available



**PN20100 #31**  
**Best Available**



PN 20100 #32  
Best Available



PN 2010 0 #33  
Best Available



PN20100#34



PN20100#35



PN 20100 #36



PN20100 #37





PN 20100 #38



PN 20100 #39



PN20100 #40



PN20100#41



PN20100 #42



PN20100#43



PN20100#44



PN 20100 #45





PN 20100 #48



PN 2010047



PN 20100#48



PN 20100 #49



PN 20100 #50



# **A WARNING**

DEATH OR SERIOUS INJURY CAN RESULT

1. Do not use the tool on a surface that is not supported. The tool can kick back and cause injury.  
2. Do not use the tool on a surface that is not level. The tool can kick back and cause injury.  
3. Do not use the tool on a surface that is not clean. The tool can kick back and cause injury.  
4. Do not use the tool on a surface that is not dry. The tool can kick back and cause injury.  
5. Do not use the tool on a surface that is not smooth. The tool can kick back and cause injury.  
6. Do not use the tool on a surface that is not flat. The tool can kick back and cause injury.  
7. Do not use the tool on a surface that is not straight. The tool can kick back and cause injury.  
8. Do not use the tool on a surface that is not square. The tool can kick back and cause injury.  
9. Do not use the tool on a surface that is not rectangular. The tool can kick back and cause injury.  
10. Do not use the tool on a surface that is not circular. The tool can kick back and cause injury.



PN 20100 #52



PN 20100 #53





PN 20100#54



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